



Y.E.

REPLACEMENT AIRCRAFT

The specifications etc of the Cessna Stationair on floats arrived yesterday.

The original committee of Ex Co comprised the C.S. and the Honourables W E Bowles and R V Goss. The committee was later expanded as a result of a suggestion at an SFC meeting to include the Honourables R Pitaluga and W Luxton both of whom have pilots' licences. Since then the Hon R M Pitaluga has withdrawn as he is Cessna agent. Personally I think the Supt of Civil Aviation should be a member of the committee. Mr Kerr has the experience and at present has little say in the selection of replacement aircraft. He has been asked to provide a specification of the requirements of FIGAS, but has not replied, nor has he replied to fo.(55)

A decision on the replacement aircraft could be affected by the Shackleton report which might have some bearing on the future development of the Air Service. The Lambair proposals might have some bearing also on the future operations of the internal air service.

The CAA report considered that the Beavers are capable of maintaining the service until and possibly beyond 1977.

We have had no reply from FCO about the availability of Army Beavers. Draft tel sfc.

Reverting to Mr Kerr's membership of the committee, I recommend the appointment of Mr Kerr to the committee so that we can have the benefit of his advice and experience.

*g/p*  
*23/3*

*DM 23/3*

6

*ACS*  
*Many thanks*  
*agree that Mr Kerr should*  
*be appointed to the committee.*  
*Will ask him to reply*  
*soon to (55) and other enquiries.*

*Tel. to FCO despatched.*  
*Have detailed brochure temporarily a will return*  
*you please*  
*all 23/3*

7

✓  
P.E.

7

In conversation with Capt Kerr he made the point about Army Beavers that we would need to know the position about spares as it would be pointless to consider Beavers if we would be faced with difficulties over spares.

2. Perhaps we should be asking FCO to enquire into the position of spares. If so draft tel sfc pl.

6/4/76

8

ACS  
Agreed. I like it  
but spares would be available  
from De Havilland in Canada  
but very costly?  
tel his about to JCO

7/4

tel 7/4 9  
spares would be very costly - Capt  
Kerr says that De Havillands would  
make some parts but it would cost  
the earth. He gave me an instance of a  
spare part made by De Havillands and it was  
extremely costly.  
7/4

LD

ACS as I thought - should you  
7/4

Y.E.

REPLACEMENT OF BEAVERS

The Aviation Committee recommended we go for Beavers if obtainable. Y.E. mentioned that although MOD have Beavers for disposal, we might not successful.

base ✓  
- go to ✓  
Purview ✓  
Vigorously ✓  
att.

any  
2. Is there <sup>any</sup> action we should be taking on this please or are we to be kept informed of the availability of Beavers?

29/5

12

C.S

Please B.V. one  
week for reminder to F.C.O.,  
/1701). The 1701) have  
14 Beavers for disposal but  
= are trying (I suspect) to  
sell them in one big

Package deal  
2. D.C.S. has the  
confidential backgrounds.

31/5

13

DCS

12

Pl. enlighten. 5/16.

Spoken 3/16  
DM

On 7/6/77

14

YE

12 file submitted accordingly  
for reminder.

~~2/6/77~~

15

~~2/6~~  
14

Do you know if WE has draft w. 14

16 5/6

CS

We spoke. Draft tel spc pl.  
The latest tel is at GH.

Tel. issued

~~add~~  
8/6  
12

~~2/6~~  
8/6

~~Yes~~ Yes. tel. sent to F.C.O. mentioning  
reference to D.O.S.O. at GH  
Enquired recently about my letter at (43).

5/7

18

CS Yes and I have also  
seen (33) of 21 August 1975?  
in reply. Was there any follow-up <sup>filed</sup> <sub>at</sub> 6/7

(Gassed)

DCS

Pl. see 18. Can you recall any follow-up to (33)? If not pl. enquire from ~~the~~ CAA. R. should pl. remember there if which have been transferred from several files.

20 56/7 Action taken - see (90)  
D.L.M. 8/7

Registry

Pl correct the numbering of this file  
D.L.M. 8/7

21

DCS  
CS

- 94. ? Ask SCA for his views
- 2. An extension of leave will mean we will have to keep Mr. Lavigne here for another 3 weeks. These tests have a habit of slipping back & it might go to 4 weeks.
- 3. We seem to have nothing further on the Army Beavers? D.L.M. 31/7/76

22

DCS 74. Ask SCA to come and see you some.

5/8

23

CS message passed to Mr. Lear personally. He said he was flying. I said that he would perhaps contact your Secretary

to arrange a time.

DSR 3/8

24

DS

Pl. transfer (94) to his p.f. & grant one month's extension of leave provided Mr. Campbell is satisfied that the trials will take place as planned. If there is doubt, or if they may be long delayed, Mr. Campbell should telegraph this office with his views whether to remain on UK or return here.

SCA should be consulted in advance for his views (he was sent a copy of Campbell's letter) particularly about Lavigne & the 800 in PAL.

25

5<sup>th</sup> 4/8

US  
We spoke and you said Mr Lavigne had to be back in USA by 9th Sept.

Pl see (97) ICW (97)

DSR 11/8

26

OM  
(97) Pl. enquire from SCA if he knows  
Kinn an + for Redus. 5<sup>th</sup> 16/8

27

CS

In reply, SCA does not know of Kriwan & Pettus. The only thing I can think of is that they were pilots of Huntings aerial surveys who operated Carsons from here about 20 years ago. SCA says this amounted to a take-off and a climb to 14,000 feet, flying in straight lines and then landing; no landing in confined spaces etc.

28

Don 18/8

<sup>DCS</sup>  
Thanks. We can await the detailed proposal asked for at (96).  
S. 19/8

29

His Excellency the Governor.

K.E.

FS is now preparing a special Warrant for £100,000 to purchase the replacement aircraft. May a copy of the telegram conveying the Secretary of State's approval please be attached to this file, as FS requires this authority for the Warrant?

(of 10) tells of all  
tells D. Spent to you  
DR

C.S.  
10-9-76

13/8

30

YES. A 13/9

Ref 17. YE will note to ex my reply a.c. S. 10/9

31



31

C.S.

God. Thank you

Ref noted

13/9

32

C.S.

Have all the papers on this file, from (129) been dealt with. I'm not sure what to do with this file.

BAS. 24/9.

33

32

OM shd pl desk 21/10

34

DLS.

Pl. call SCA to see what meant of. Probably info on 15's except ask.

35

27/10

SCA

35

Pl see recent pp

25/4/11

36

C.S.

Rec 140 frequency quoted as 30325 should be 3023.5 MHz this is the emergency frequency.

I am reasonably well up to date with the replacement aircraft now, but I would still like to know what arrangements have been made for arrival.

X  
e.g. 1) Names of Ferry Pilots

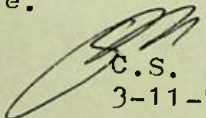
1 (received)  
8/163

- 2) Route to be followed.
- 3) En-route progress reports by ferry pilots.
- 4) Landing ground for wheel aircraft
- 5) Most important - is floated aircraft straight float or amphibian, if amphibian we are not staffed to cope with the engineering requirements of this type w/c.

f. S.C.A.  
3/11/76.

37  
His Excellency the Governor,  
Y.E.

Please see SCA minute at 26. I have put draft tel at centre.

  
C.S.  
3-11-76.

28.

C.S. No specific tel. has issued to Ottawa, Santiago & Buenos Aires 25/11

✓

I believe there is another tel giving names of plots. I have heard from V/C Comelli that Gallejo are awaiting plots flight plan but that they will not be approved until it has been checked with this end. I have asked plot via LADE for a) frequency be as many b) him to get a next report from here c) not to hurry d) not to fly if he has any doubts e) that we will open 536 if need be during the flight.

Can we try and locate FAV to ensure she gives similar inf?

40  
 J.S. 8/11

6.5.

Plots names are :-  
 SCOTT NEILSON and  
 T. RIDDY.

but we do not know the allocation of the two aircraft between them

2 I had already called B.A. and Santiago for progress reports on the aircraft and I have sent a reminder about FAV. 8/11

57  
①

AVIATION DEPARTMENT,  
Stanley,  
Falkland Islands.

8th August, 1974

FIGAS FUTURE OPERATIONS

This concerns not only the replacement of our Beavers, but the more pressing problem of rapidly increasing traffic and aircraft seating capacity.

The air-service has now reached the stage where two Beavers, even in the winter months are not sufficient to give an adequate service. With one aircraft undergoing a Major 800 hour inspection, routine maintenance on the other often involves evening work for the engineers, because of aircraft demand. Inspections done this way become a nuisance rather than a necessity.

The Islands are in the difficult position of having a Colony of some 2000 people who depend almost solely upon the aircraft for their transportation. Added to this is the recently introduced tourist industry which during the summer months increases traffic considerably. Most of our tourists visit the Islands in groups that are part of organised tours, and of course, have to depart after a specified time to connect scheduled airline flights. Considering that FIGAS is strictly limited to a non-scheduled operation - bad weather, routine inspections, coupled with limited seating capacity, can lead to disappointed and frustrated tourists.

THOUGHTS ON INCREASING OUR AIRCRAFT

Any addition, or replacement, must of course be a float aircraft, and perhaps the following ideas can be of some use.

(a) Three Beavers;

This would not be of much advantage unless Government employed a third pilot permanently, and we would still be restricted to ten passengers out from Stanley when an aircraft was undergoing inspection. However bearing in mind the existing system of employing a relief pilot during leave periods, three full time pilots might prove beneficial.

(b) To Increase Operations with One Larger Aircraft:

To continue the service with two Beavers and a larger aircraft with seating capacity for at least nine to ten people. This aircraft must be of rugged construction, well proven in service and a spares life of at least ten years.

1. Possible Aircraft:-

The Twin Islander seems to be the only New aircraft in production to-day that could meet our requirements. It is a well proven aircraft on wheels, but unfortunately is an unknown quantity on floats. Disadvantages being, on floats the payload is reduced to an estimated 6 persons, doubled engine overhaul costs, and if operated with Beavers double spares holdings.

2. De-Havillands Single Otter:-

This aircraft is only slightly younger than our Beavers, and the obvious disadvantage could be the procuring of spares. However it is of rugged construction, is designed for just this type of float operation, and meets our extra passenger requirements with the same STOL characteristics as the Beavers. Some engine accessories, and also airframe bolts could be interchangeable, and as both aircraft come from the same firm the ordering of spares would be easier. Both aircraft use the same avgas octane. Disadvantages being, that the Otter would have to be bought second hand, which as I have said could create a spares problem, also our hanger would have to be enlarged. Although with any extension to our airservice


...../the enlarging

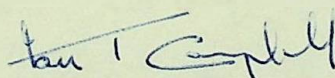
the enlarging of the hanger and extension of slipway will be necessary.

I believe the British Army are putting some of their Beavers into storage, and M.O.D. if approached, might sell two aircraft to extend the life of our own existing fleet. These with the addition of one larger aircraft could well postpone the problem of replacement for perhaps 10 to 12 years. This is well worth considering as there could then be a new aircraft more suited to our requirements.

I have discussed this matter with Flt. Lt. Conchie, and we are both of the opinion that it might be advisable to look second hand, at least for the moment. He will be visiting Canada very shortly and has contacts there with De-Havillands, and has agreed to enquire as to the availability of spares and also the sale of refurbished Otter aircraft. It could be of interest that he was in contact with an operator in Canada during 1973 who was then willing to hire an aircraft and ferry pilot to the Falkland Islands Government during our peak period, which of course is during their slack winter months. If this could be re-negotiated it would be well worth thinking of as we could utilize and assess the aircrafts capability working under our special conditions. This of course all depends on Flt. Lt. Conchie's report after his visit to Canada, which I am sure will cover every aspect of aircraft at that end.

It may also be worth considering using a specialist firm of aircraft consultants to advise on types and performance characteristics of aircraft available on the commercial market. One such firm is Air Associates (principals F. and R. Griffiths) of Hammersmith London, This company act as advisors to the British Antarctic Survey, and specialise in this field of operations.

Finally it must be realized that our passenger bookings are on the increase. During July 478 were flown and already we have bookings from NIPCO for some 40 tourists to fly during January & February. One aircraft will probably be withdrawn for a 400 hour inspection  at sometime during this period which will put her out of service for at least ten days. Engine changes must also be thought of during our peak period. It is because of this that I feel an additional aircraft is of greater importance at the moment, than the problem of replacing our existing Beaver.



I.T. CAMPBELL  
Ag. Supt. of Civil Aviation

AIR/1/2 C

18 September 1974

13

(2)

Miss M E Hunt  
West Indian & Atlantic Dept  
FCO

Dear Mary

1. I am writing to acknowledge your letter Ref HWF 21/2 of 21 August, with which you enclosed the report compiled by Captain Branson and Mr Jones of the CAA.
2. I have written both to Captain Branson and Mr Jones thanking them for a most valuable report. I also said that their recommendations would be of great help to the future of FIGAS.
3. As far as I am concerned there was never any question of replacing the float-planes with land-based planes. I am afraid that our two bright boys from Peat, Marwick & Mitchell did not appreciate the intricacies of flying in the variable weather conditions in the Falklands. For example, we have just endured 10 days of snow, sleet, hail, etc. - straight from the Antarctic. These conditions would have made a landing by a light plane impossible. Even the F27 was held up for several days .

Yours ever

E G Lewis

✓ #4  
3

XOEV

L/2591/74 IMMEDIATE 1605Z 7/10/74  
FROM LONDON HQ  
TO STANLEY

See 77

AS/182/1 FOR GOVERNOR AIR ASSOCIATES HAVE AN AMPHIBIOUS BEAVER  
IMMEDIATELY AVAILABLE ARE YOU INTERESTED?  
WOS/AH

4  
75  
4

L/2601/74      PRIORITY      1608Z      8/10/74  
FROM LONDON HQ  
TO STANLEY

AS/182/1      FOR GOVERNOR      REF L/2591/74      AIRCRAFT IN QUESTION  
SERIAL NO 1057 MANUFACTURED 1957 TOTAL AIRFRAME HOURS 2924  
FLIGHT TIME SINCE LAST MAJOR OVERHAUL 1406 ENGINE TIME SINCE LAST  
MAJOR OVERHAUL 209 PROPELLOR TIME SINCE LAST MAJOR OVERHAUL 58.  
DUAL KING VHF, KING ILS, VOR, MARKER.      TIP TANKS INSTALLED,  
AMPHIBIOUS FLOATS.      NO ACCIDENT HISTORY.      SPARE RUN-OUT ENGINE/  
PROPELLOR. PRICE £25,000 EX UK.      PSE REPLY BY RETURN IF AT ALL  
INTERESTED.

PIW/AH

See 77



GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

79 (5) /

SENT through the BAS link

Number	Office of Origin	Words	Handed in at	Date
To				

(75)

(74)

REF AS/182/1 FOLLOWING FROM GOVERNOR BEGINS REF L/2601/74 AND L/2591/74 COLONY GOVERNMENT INTERESTED IN AIRCRAFT BUT MATTER WILL REQUIRE CONSIDERATION IN EXECUTIVE COUNCIL AND FINANCE COMMITTEE . WILL GIVE DEFINITIVE ANSWER SHORTLY ENDS

Time

R1725X9/72 50m

786

*G. J.*  
*11/10/74*

x

V

L/2647/74 R 1601Z 11/10/74  
FROM LONDON HQ  
TO STANLEY

AS/182/1 X/702/74 FOLLOWING FOR GOVERNOR. FURTHER INFO ON  
AIRCRAFT. HAS ONLY BEEN OPERATED ON FRESH WATER AND HAS LAND  
UNDERCARRIAGE FITTING IN ADDITION TO AMPHIBIOUS FLOATS. X  
BRANSFIELD SHIPMENT MIGHT BE POSSIBLE AS DECK CARGO IF YOU ARE  
ABLE TO DECIDE VERY QUICKLY.  
WOS/AH

607  
17/10/74

B/C  
JA



L/2702/74      PRIORITY      1632Z      17/10/74  
FROM LONDON HQ  
TO STANLEY

AS/182/1      FOR GOVERNOR      REF L/2591/74      L/2601/74      UR X/702/74  
AIRCRAFT HAS NOW BEEN EXAMINED AND BID FOR BY AIR ASSOCIATES WHO  
GIVE IT HIGHEST RECOMMENDATION,      UNDERSTAND YOUR POSITION AND AIR  
ASSOCIATES WILL HOLD AIRCRAFT AS LONG AS POSSIBLE BUT WOULD LIKE  
SOME IDEA OF WHEN DECISION CAN BE EXPECTED.

PIW/AH

AIR/1/20

18th October 1974

Chief Secretary

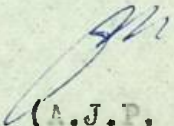
Superintendent of Aviation

Will you please refer to my memo dated 11th September 1974 and let me have, as a matter of urgency, your views on the particular matter referred to at paras 6.3 to 6.5 of the Report (p. 15) concerning the number and type of aircraft and staff.

As you know we are now urgently considering the offer of a third Beaver. It is impossible to come to a firm decision without answers to the following.

1. When will three aircraft (and pilots) become necessary, if at all.
2. When will each of the existing aircraft have to be replaced.
3. When shall we have to change over to another type.
4. What will our next type of aircraft be.

I would value your early reply to these questions please.

  
(A.J.P. Monk)  
CHIEF SECRETARY

CHECD

12  
X

# CONFIDENTIAL

## EXECUTIVE COUNCIL

No. 52/74

### F.I.G.A.S. - THIRD AIRCRAFT

Air Associates U.K. have offered to sell to the Falkland Islands Government an amphibious Beaver aircraft for £25,000 ex-UK with the following specifications:

Manufactured 1957      Total airframe hours: 2924  
Flight time since last major overhaul: 1406  
Engine time since last major overhaul: 209  
Propellor time since last major overhaul: 58  
Dual King VHF, King ILS, VOR, Marker.  
Tip tanks installed, amphibious floats.  
No accident history.  
Spare run-out engine/propellor.  
Operated on fresh water and has land undercarriage fitting in addition to amphibious floats.

2. The C.A.A. report indicated that the present aircraft may need replacing in 1977 (para 6.3.). The Report pointed out that F.I.G.A.S. will not be able to generate a surplus to amortise the present machines and that therefore a major decision must be taken by 1977/78 on the future of the service.

3. A third aircraft will ease the utilisation of existing machines; it will also make it less likely that the service will fail through unserviceability. Nevertheless there are cogent arguments against both these propositions, not the least of which is the lack of hangar space and the worsening problem of procuring spares.

4. Council will also wish to note that cheap Beaver aircraft may be available elsewhere, particularly in present depressed economic conditions, although the one on offer is probably not expensive.

5. Unfortunately the Report by C.A.A. gives little guidance whether a third aircraft is necessary and there is little time for adequate consultation and study as the aircraft is on offer to F.I.G. for a limited time only. The sellers have been asked to hold it open until Council have considered the matter.

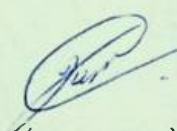
6. Council is invited to advise.

56 B

some last longer than other. To me this is a question of economics more than lifespan.

7. It is no longer possible to purchase new Beavers and I personally would not recommend the purchasing of a second-hand aircraft, especially since the model has been out of production for some eight years, any replacement we may get will have to be a different type. At the present time no manufacturer appears to be interested in designing a Beaver or Otter replacement.

8. There is only one aircraft in current production, that I know of, that provides anything like the payload we desire and is quickly convertible to ambulance rig, that is the Bitter-Norman Islander, unfortunately this a/c has not yet been flown on a float undercarriage, but a design study is at present being undertaken, the proto-type should fly by July 1975, this information I obtained when I visited the B.N. factory at BEMBRIDGE, I.o.W. in July this year. Unfortunately the only data I have to date is for the amphibian model and the figures show a drastic drop in payload from the landplane version, a straight float version should give a better payload. Any choice which is made will have to be a well proven, rugged aircraft. I think we can afford to wait and see the development of the float Islander.

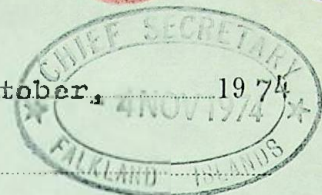


(J. KERR)  
SUPT. OF AVIATION

JK/DPE

It is requested that, in any reference to this memorandum the above number and date should be quoted.

31st October, 1974



Superintendent of Aviation

Chief Secretary,

Stanley, Falkland Islands.

SECRETARIAT.

## SUBJECT :-

I refer to your AIR/1/2C dated 18th October and I must state that I was not aware that Government were considering, seriously, the purchase of a third Beaver. Having recently returned to the Colony from leave in the U.K. there could well have been decisions taken of which I have not yet been advised.

2. From my records the average passenger traffic growth rate over the past ten years has been 177.6 per year, with an actual growth of 102 in 1973 and up to the end of September this year there has been a fall of 34 passengers compared with the same period last year, it would therefore appear that we have reached saturation point, should this be so then I do not consider a third aircraft necessary.

3. There is however a difference of opinion between Mr. Campbell and I on this subject, he favours the purchase of a third aircraft, for the following reasons:-

- (a) Time between inspections would be increased.
- (b) In theory two aircraft would always be available for service.
- (c) Inspections would not have to be rushed and groundcrews would not be required to work outside normal hours to return an aircraft to service.
- (d) The life of our present aircraft would be extended by X number of years.

From aircraft availability, I would agree with the above but from an economic point of view I do not consider the purchase cost of a second hand aircraft, plus the cost of additional spares to maintain it, to be warranted. I suggest that Mr. Campbell's report of 8th August be read in conjunction with this memorandum.

4. There are occasions when additional seating capacity is desirable but I do not see the solution to this problem in the purchasing of a third aircraft, if the aircrew establishment is to remain at two.

5. With the application of paragraph 4.10.3 of the report (p.10), I consider the provision of a third pilot a higher priority for the following reasons:-

- (a) At peak periods, that is during the summer months, the number of stage lengths permitted would be increased to 30, each pilot being limited to a maximum of 10, an increase of 33 $\frac{1}{3}$ % seating capacity with our existing fleet.
- (b) With pilots proceeding on leave every 2 $\frac{1}{2}$  years it is necessary to recruit a relief for a period of 3 to 4 months every 2 out of 3 years, a third pilot would eliminate this.
- (c) An additional pilot would also remove the present precarious position in the event of prolonged illness.

6. De Havilland Canada only guaranteed a supply of spares for ten years after the aircraft went out of production, this period end in 1977. Since the a/c went out of production the cost of component parts have shown a continuous increase, and before inflation, had shown up to 300% increase in many cases. With ageing aircraft more and more major components require replacing but bearing in mind the number of Beavers still in operation I have little doubt that spares will be available from some source, for a much longer period than previously stated, we could therefore probably maintain our present aircraft - major damage barred - for 5 to 7 years, but at what cost? Both aircraft are the same age and in theory should be changed together, but like all prices of machinery

...../some last

file pl

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

87 (21) 14

Number	Office of Origin	Words	Handed in at	Date
				31.10.74

To XXXX PRIORITY BAS LONDON H.Q.

FURTHER YRTEL L/2007/74 GRATEFUL FURTHER DETAILS BEAVER  
OWNER WHERE OPERATED HISTORY BTC THAT MAY ASSIST DECISION

LEWIS

Time CMCD



8  
15

L/2897/74 R 1227Z 6/11/74  
FROM LONDON HQ  
TO STANLEY  
AS/182/1 FOR GOVERNOR INFORMED YESTERDAY BEAVER NOW SOLD.  
PIW/AH

16

4

AIR/1/2

9. F.I.G.A.S. - THIRD AIRCRAFT (Memo 52/74)

Advice was received shortly before the meeting that the particular Beaver aircraft which was the subject of Memorandum No. 52/74 had been sold.

Honourable Members discussed the operation of the Air Service. It was recognised that the present system lacked flexibility and that the pay loads were low.

Council recommended that an advisory committee should be set up to take technical advice and submit recommendations regarding the future shape of the FIGAS aircraft fleet and to advise generally on the present situation. Much work on these subjects has already been done by the team of experts from the Civil Aviation authority whose report has been recently received.

17  
1A

AIR/1/2 13.x. Sub Committee on FIGAS

The sub-Committee to consider the policy to be followed with regard to replacement aircraft for FIGAS (Minute 9 of Meeting 7/74) and to assist in dealing with details relating to the permanent airfield (Minute 6 of Meeting 4/75) should consist of -

The Honourable the Chief Secretary  
Major the Honourable R V Goss OBE ED  
The Honourable W E Bowles

Extract of the Minutes of the Executive Council Meeting No 5/75 held on Wed 9/4/75

AIR/1/29 (iii) Airfield and FIGAS Sub-Committee

Consideration of the terms of reference for the sub-committee set up at the last meeting (Minute 13 (x) Meeting No 4/75) was deferred until a later meeting at Council.

~~18~~  
~~18~~  
~~18~~

3.(5) REPLACEMENT OF BEAVER AIRCRAFT

EXTRACTED TO  
AIR. 1/3/11

The Committee expressed concern at the cost of obtaining spare parts, and recommended that early consideration should be given to the replacement of the present Beaver Aircraft. It was further recommended that Mr. Pitaluga and Mr. Luxton should be co-opted to the recently formed Executive Council Sub-committee to investigate the replacement of the Beaver aircraft and that the committee should meet with as little delay as possible.

INF 5/75

Stanley Rates

Attached for the information of Honourable Members are the minutes of the Stanley Rates Assessment Committee meeting held on 2nd April 1975.

The Secretariat  
Stanley

Ref TRE/2/20  
20th April 1975  
CFEJ

Ref: AIR/1/20

14th May

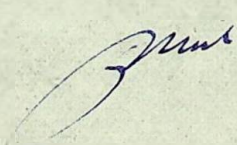
75

Miss M.E. Hunt,  
West Indian & Atlantic Department,  
Foreign & Commonwealth Office,  
London SW1

REPLACEMENT AIRCRAFT FOR FIGAS

You will be aware from Minute 13x of Executive Council meeting No. 4/75 on 19 March that a small sub-committee has been established to look into, amongst other things, the replacement aircraft for the present Beavers.

2. The most likely aircraft flying at present is the Britten-Norman Islander on floats, and we are anxious that our Superintendent of Civil Aviation, Captain J Kerr MBE, should visit the manufacturer's establishment fairly shortly to assess the capabilities of this aircraft.
3. We understand that the Islander will probably be put on floats in July this year and is due to have trials commencing on the 22nd July.
4. Will you be so kind as to enquire from the manufacturers if our information is correct. Will you also enquire if they can accommodate Captain Kerr during the trials and make arrangements for him to be thoroughly briefed on all aspects of its performance and capabilities.
5. It would be helpful if you would please find out how long Captain Kerr should be in Britain for these trials, allowing another week or so for follow-up enquiries.

  
A.J.P. Monk  
Chief Secretary

cc Major the Hon. R.V. Coss ONE ED  
The Hon. V.E. Bowles

AIR 2/B/1 AIR 1/13  
AIR 1/12

"Salvador House"



~~5~~ ~~101~~ 20

Gibraltar Station  
Port San Salvador  
Falkland Islands

16th May, 1975.

H. E. the Governor,  
Government House,  
STANLEY.

✓ 20/5

b.s.  
Very helpful. In  
we in the sub-committee  
(which you will then?)  
20/5

Dear Mr. French,

Although we have met since you wrote to me  
on the 9th, this is to acknowledge and thank you for  
the letter and enclosure. The general tone encourages  
my present feeling that our political security is firmer  
than it has been for many years - long may the improve-  
ment continue and last. I am optimistic as you know.

I have been looking at the possible new  
aircraft for F.I.G.A.S. in the 1975 Pilots' Buying Guide.  
Of existing float aircraft the Piper Cherokee six-300 is  
about the nearest to the Beavers but with nothing in  
reserve. The Cessna Stationair has a lower payload.  
However, the low wing of the Piper would rule it out for  
use here I believe. The Pilatus PC-6 Porter, if obtain-  
able on floats would be a better prospect than the Islander.  
I look forward to the first meeting of the Committee  
appointed to examine this problem.

Best wishes to Mrs. French and yourself from  
us both.

Yours sincerely,

John Pollock

Letter at 5/11?

27th May, 1975

The Chief Secretary

J. Kerr  
I. CampbellCONFIDENTIALThe Future of the internal air service

I should be most grateful if you will kindly let me have your personal views on the development of the internal air service during the next decade or so.

Will you please bear in mind in your report not only the replacement of aircraft that may be required but also the ancillary service that will have to be looked into such as hangar space, fuel storage, handling of baggage and passengers and any other matters that you think, from your experience, would be useful.

One suggestion that has been made, which you may agree to take into account, is that it may be sensible to have a mix of aircraft particularly if they could have common power units. The intention, in this regard, being that the larger aircraft could handle the bulk of the passenger traffic whereas the small one could be used for mail droppings and emergencies.

Do not, of course, restrict yourself to answering the particular queries I have raised but I should be grateful if you will feel completely free to give your views as frankly as you can. I will assure you that they will be thoroughly discussed by the Committee specially set up to look into the matter.

*[Handwritten signature]*  
*[Handwritten signature]*

A. J. P. Monk  
Chief Secretary



~~4/10~~  
22

2.(4)

REPLACEMENT OF BEAVER AIRCRAFT - Min 3.(5).

AIR/13/1.

AIR/1/3

The Chairman advised members that he had written and asked for a firm date of the trials of the Islander Float Plane and that it was hoped to send Mr.Kerr to England when these were held.

Ref: AIR/1/2 C

10th June 1975

Captain J. Kerr, M.B.E.,  
Superintendent, Civil Aviation,  
F.I.G.A.S.  
Stanley.

Handwritten notes in red ink: "47" circled, "23" circled, "47" circled, "reply at" written, and "10/6" circled.

I don't know if I told you that I wrote three weeks ago to FCC in the hope that they could arrange for you to attend the trials of the Britten-Norman Islander on floats expected to take place towards the end of July.

2. I am sorry that I didn't let you know at the time but I was hoping that we could have firm proposals before I told you. However, I have not heard anything definite yet and I think it only right that you should know what we hope to do.

3. Presumably this would suit your arrangements. I hope it will not interrupt too much the operations of WIGAS, but if possible we may be able to marry it in with the servicing of the aircraft.

4. Neither have I any idea how long it will <sup>de ruman</sup> take for you to be at home, although I have suggested you should be there at least through the period of the trials and a week thereafter to discuss the merits of the Islander as well as to make any other enquiries, if appropriate, about any other suitable aircraft.

5. Naturally all costs will be borne by government.

A.J.P. Monk  
Chief Secretary

cc Miss M E Hunt

WIAD FCO

STAFF IN  
(CONFIDENCE)

2A

CS

FIGAS

ARHS

When the question of replacement aircraft is considered, please also bear in mind the need to discuss the recruitment of a pilot to replace Mr JAM Kerr. (WITHIN THE NEXT 18 MONTHS?)

10 June 1975

N A I French

II  
DES  
Ch. notes & return. M  
5/11/6.

III  
es  
Noted by DESM 12/6

IV  
R. File or Av. Comm<sup>ce</sup> file p.  
5/12/6.

STAFF IN  
CONFIDENCE

AIR/1/2

AVIATION DEPARTMENT.

Stanley,

Falkland Islands.

12th. June 1975.



Dear Sir,

Thank you for your letter AIR/1/2c C of 10th June, you had not previously advised me of this task, however I must admit that it does not come as a complete surprise because His Excellency had mentioned to me that he thought I should visit some aircraft manufacturers to investigate the replacement problem.

2. You may or may not know that on my last leave in the United Kingdom I visited the Britten-Norman factory in the Isle of Wight, I was conducted round the line and was favourably impressed by the standard of work, unfortunately I was unable to avail myself of a flight in the aircraft as there were no pilots on duty.

3. During my visit I discussed the float version with the resident sales manager, Mr Nigel Franklin, and he advised me that the conversion was being carried out by an American company and it was hoped to carry out the initial flight trials in July this year. However you will see from the enclosed news item the project may be falling behind schedule.

4. I will be only too pleased to undertake this duty.

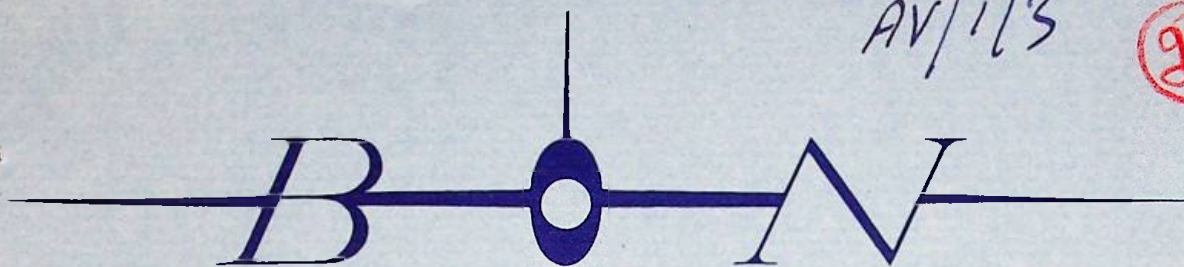
Yours Sincerely,

  
(J. KERR.)

Supt. Civil Aviation.

A. J. P. Monk, Esq.  
Chief Secretary.  
PORT STANLEY.





BRITTEN-NORMAN (BEMBRIDGE) LIMITED

REGISTERED OFFICE: BEMBRIDGE AIRPORT, ISLE OF WIGHT, ENGLAND PO35 5PR

TELEPHONE: BEMBRIDGE 2511/5 CABLES: BRITNOR BEMBRIDGE TELEX: 86277

COMPANY REGISTRATION NUMBER 1027950

PW/jb

3rd June, 1975.

Falkland Islands Legislative Council,  
Chartres,  
Falkland Islands,  
South Atlantic.

For the attention of Mr. W. R. Luxton

Dear Mr. Luxton,

Thank you for your letter of the 14th May, 1975. Mr. Coombe handed the letter on to me in order that I could examine the situation, initially from the weight view point.

I have taken the BN.2A-20 aircraft as the one most likely to meet your needs and added to it my projected weight for the 'float only' case. This gives us an A.P.S. (Aircraft prepared for service) weight of 4902 lb. (2224 Kg) including Pilot and flight bag, full oil and ASB.100A H.F. set.

As you can see from the accompanying table we are unable to meet your requirement whereby we carry nine passengers and 300 lb. of baggage for 200 statute miles. We can however, carry seven passengers and 300 lb baggage.

I am also enclosing the predicted performance figures for your perusal and presentation to your Council.

Your remarks relative to the fuselage/water clearance have been noted and this aspect was looked at in the initial project work but there are structural difficulties which prevent us from providing any further clearance. We do however, believe that ample clearance exists and that the aircraft will cope with similar conditions to that of the Beaver.

contd....

A MEMBER OF THE FAIREY GROUP

W E I G H T S

Basic A/C with floats, full oil, unusable fluids,  
seats for Pilot and nine passengers and H.F.  
radio only 4717 lb.

Pilot and flight bag 185 lb.

A.P.S. Weight 4902 lb.

Full fuel (7.24 - 2.24) gal 780 lb.

---

5682 lb.

Full fuel gives 5 pax. at 187 lb. (165 lb + 22 lb.  
baggage) and a Radius of Action at 59% power of 2.7  
hours or 354 statute miles in still air conditions 935 lb.

---

6617 lb.

A.P.S. Weight 4902 lb.

Half fuel 390 lb.

---

5292

Half fuel give 7 pax. at 187 lb. and a Radius of  
Action at 59% power of 1.35 hours or 177 statute  
miles in still air conditions.

Mr. W. R. Luxton

3rd June, 1975.

Should you have any further queries we shall be pleased to deal with them, and if you require any further help with your presentation to the Falkland Legislative Council do let us know.

Yours faithfully,  
for BRITTEN-NORMAN (BEMBRIDGE) LTD.

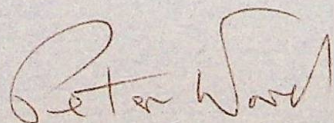


P. Ward  
Chief Weights Engineer

Enc:

Also as another P.P.h. holder, lucky enough to be flying Islanders and Tristramers very frequently, I can assure you that the Islands really is very easy to fly and quite 'forgiving'.

Yours sincerely



P E R F O R M A N C E

Weight	6600 lb.
Water Take-off to 50 ft.	1600 ft.
Water Landing from 50 ft.	1130 ft.
Single Engine Rate of Climb Sea Level, I.S.A. Conditions	80 ft/min.
Twin Engine Rate of Climb Sea Level, I.S.A. Conditions	1060 ft/min.
Single Engine Absolute Ceiling	2950 ft.
Twin Engine Service Ceiling	15000 ft.
Sea Level Max. Speed	155 mph TAS



2. (3) REPLACEMENT OF BEAVER AIRCRAFT Min 2(4)

It was recommended that if possible Mr. Conchie should be asked to attend and report on the forthcoming trials of the Islander Float Plane as well as Mr. Kerr. It was also agreed that opinions should be sought from Messrs Branson and Jones who carried out the survey of the Air Service sometime ago.

AIR/1/3

10  
28



**Foreign and Commonwealth Office**  
London SW1A 2AH

Telephone 01-

A J P Monk Esq  
Chief Secretary  
FALKLAND ISLANDS

Your reference

Our reference HWF 21/1

Date 25 June 1975

Dear Arthur

*C.S.*  
*Where do we go from here?*  
*to speak when you have*  
*considered*



REPLACEMENT AIRCRAFT FOR FIGAS

if  
x

1. Reference your letter AIR/1/20 of 14 May and your copy letter to Captain Kerr of 10 June. I telephoned Britten-Norman about the trials you had heard they were having for their Islander on floats. Mr Pat Hatswell, their Sales Director, told me that they will not be having trials as early as July. They are under contract to the Philippine Government to design floats for the Islander, and they will certainly be produced. It is a question of timing, but they do not expect to be having trials for the Islander on floats before the end of the year. However, the company would be delighted to show Captain Kerr the Islander as it is, and to give him a demonstration of its performance, and to arrange for his accommodation while he is at Bembridge. Mr Hatswell said that Captain Kerr is going to be in the UK he thought it would be very valuable for him <sup>to visit the company</sup> in terms of costing the operation and in seeing their plans for the float, and for hearing what they have to say about putting a different engine in the Islander which will improve its performance on floats, even if they have no hardware on floats to show him at present.

2. I suggest that from this point on you co-ordinate any arrangements for a visit by Captain Kerr to Britten-Norman direct with the company. Their address is Britten-Norman (Bembridge) Ltd, Bembridge Airport, Isle of Wight. For what is is worth their telephone number is 0983 872 2511. We shall be interested of course to know what you plan in this direction. Perhaps you will let us have copies of any letters to the company.

*Yours sincerely*  
*Mary H.*

M E Hunt (Miss)  
West Indian & Atlantic Dept

cc: N Simpson Esq  
Civil Air Division  
Dept of Industry

Ref: AIR/1/3

23 July 1975

Miss M E Hunt  
West Indian & Atlantic Dept.  
Foreign & Commonwealth Office,  
London SW1A 2AH

Replacement Aircraft for FIGAS

Thank you for your letter of the 25 June 1975. It is disappointing to learn that the trials of the Islander on floats will not be held as soon as we had hoped. We have decided here that we must make a decision on a replacement aircraft for the Beaver by the end of this year, so this news puts us in somewhat of a dilemma.

2. I will, as you suggest, correspond about this in future direct with the Britten-Norman company.

A J P Monk  
Chief Secretary

cc N Simpson Esq  
Civil Air Division  
Dept of Industry

29  
IT  
H6

Chief  
~~xxxxx~~

17  
39

Our Ref: AIR/1/3

24th July, 1975

Captain R.L.C. Branson, O.B.E.,  
Principal Flight Operations Inspector,  
Directorate of Flight Operations,  
Civil Aviation Authority,  
London

Following on the recommendations in your most helpful and useful report, reference JS/23/04, about operating procedures of the Falkland Islands Government Air Service, this Government has now established a Sub-Committee of Executive Council to enquire into all aspects of the future of the air service.

This letter deals with the particular question of the type of aircraft that we may have to consider. We identify completely with your recommendation that replacement aircraft must be water based as mentioned in paragraph 6.4.e. of your report.

It is by no means an easy task to identify the most suitable aircraft or even type of aircraft which:-

- a. might be available in time, and
- b. would be suitable to our operating requirements.

We have, however, decided that we must settle upon the type of aircraft we want by the end of 1975 with a view to the change over taking place in mid-1977. Although, as your report pointed out, the Beaver might be capable of being operated after that date, we consider it unwise to continue beyond the deadline as maintenance of the Beavers has already become near prohibitively costly.

cont.....

#6  
(17)

Captain R.L.C. Branson, O.B.E.

24th July, 1975

I am directed, therefore, to follow up the kind offer in paragraph 6.5. of your report to assist this Government in its choice of suitable aircraft and shall be most grateful if you could please let us have your considered advice as soon as practicable. I am sure it will not be necessary for us to attempt to spell out what we consider the criteria to be met as you will not only be familiar with these, but can assess the situation from an expert point of view.

A.J.F. Monk  
CHIEF SECRETARY

Ref: AIR/1/3

25 July 1975

Captain J Kerr MBE  
Supt. Civil Aviation,  
Aviation Department,  
Stanley.

Replacement Aircraft for FIGAS

Amongst the aircraft to be considered by the committee are those produced by the Bosch Corporation. As these are all low-wing aircraft will you kindly let me have your considered views as to the suitability of this type of plane.

2. Doubtless you would wish to consult also with Ian Campbell about this.

A. J. P. Monk  
Chief Secretary

72 33

2.(2) REPLACEMENT OF BEAVER AIRCRAFT - Min 2 (3)

The Chairman advised that the trials for the Islander Float Plane were not likely to take place before the end of 1975. He recommended that the Committee formed to consider the replacement of the Beaver aircraft should aim at a deadline of the end of 1975 for selecting the type of aircraft and mid 1977 for replacement.

Air/1/3

23 34

R. M. PITALUGA & COMPANY, LIMITED  
(WOOL PRODUCERS)

Directors:

R. M. PITALUGA (Chairman)  
Mrs. A. HARVEY  
Mrs. J. E. PITALUGA  
M. LEHEN

Secretary:

B. O. BARNES

Registered Office:

8 ALLARDYCE STREET,  
PORT STANLEY

Telegraphic Address:  
"GIBSTAY PORTSTANLEY"



GIBRALTAR STATION  
PORT SAN SALVADOR  
FALKLAND ISLANDS  
SOUTH ATLANTIC

6th August, 1975.

FROM: The Falkland Islands CESSNA Dealer Designate.

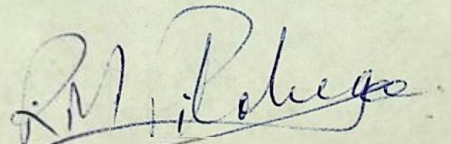
TO: The Hon. Chief Secretary  
The Hon. W.R. Luxton  
The Superintendent of Civil Aviation  
I.T. Campbell, Esq., M.B.E.

Backward Cessnas

The Aero/Accessories Parts Co. of Wichita, Kansas, has developed a Beta reverse thrust propeller for Cessna 180 182, 185 and 206 aircraft. The company said the propeller is basically a standard Hartzel with minor modifications in the hub permitting the blades to operate in reverse pitch. The propeller produces a 40 per cent reduction in landing distance and gives the aircraft 'backing -up capability'.

Business Aviation.

Your attention is drawn to the above article which was extracted from the January 1975 issue of 'Pilot'. The writer believes that such a propeller would be an advantage in 'on the water' handling of the seaplanes if the Cessna 206 Stationair is chosen for F.I.G.A.S. I assume (in my ignorance) that it would be possible to come right up to a jetty or moorings with the engine running continuously, and the approach and stop or reverse controlled just by the Pitch Control, rather than the throttle and switches. Presumably the 'turn-around' at farms could be speeded up in certain circumstances.

  
R.M. PITALUGA



AIR/1/3

AVIATION DEPARTMENT, 72

35

FM AS/AR.



Stanley,

Falkland Islands.

.....4th...August.....1975...

A.J.P.Monk, Esq.,  
Chief Secretary,  
PORT STANLEY.

*Dear Sir,*

Replacement Aircraft.

19

I refer to your letter AIR/1/3 of 25th July, unfortunately Captain Campbell and I have no knowledge of any of the Beech Corporation aircraft products, this is due to the fact that requests from us for brochures have gone unanswered.

2. From what you say, 'all Low Wing aircraft' we are both agreed that this type of aircraft would produce no end of operating difficulties for our type of operation and the facilities available here.
3. To operate a low wing aircraft, we are convinced that it would be essential to have very low floating platforms for docking purposes, alternatively long mobile gangways at each settlement, because if offshore moorings were used it would only be safe to use a rubber boat if damage to the underside of the wings is to be prevented.
4. We further feel that to transfer a stretcher from a boat to a low winged aircraft would be a very precarious operation, especially in rough sea conditions.
5. Whether this type of aircraft would be suitable for mail dropping is a point on which we just can not comment.

Yours

*faithfully,*

A handwritten signature in dark ink, appearing to read "J. Kerr".

(J. KERR.)

Supt. Civil Aviation.

A/R/1/13

35

Chief  
~~SECRET~~

BY DAG

UNCLASSIFIED

22nd August, 1975

Our Ref:

D.G.F. Hall, Esq., M.B.E.,  
L.A.D.,  
Foreign and Commonwealth Office,  
LONDON SW1A 2AL

FIGAS REPLACEMENT AIRCRAFT

You will know that we are actively investigating what type of aircraft should be required to continue the internal air service when the Beavers expire.

We have been obtaining quite a deal of information about comparative aircraft. There seem to be problems with most of them if not all and as a back-up we think it worthwhile taking another careful look whether we might not, more economically, continue to operate Beavers beyond our dead-line of 1977/78.

There are two problems to this course. One is that of spares and the other is whether Beavers, in sufficiently good condition, are available for purchase.

The spares problem will be difficult although we are building up quite a stock-pile of these.

As regards the availability of Beavers, I am given to understand that the Army may shortly be trying to dispose of the dozen or so Beavers that it uses mainly as a taxi service. If these were to become available during the next two or three years, it might alter the complete picture as far as we are concerned because I am assured that they will be in very good condition.

Would you please be kind enough to make enquiries for us through the H.O.D. about these aircraft. I enclose two copies of this letter in case you wish to send one on to the appropriate department of the H.O.D.

A.J.P. Monk  
CHIEF SECRETARY

37

27th May,

75.

Our Ref: AIR/1/3

reply  
32

BY BAG  
Unclassified

Miss M.E. Hunt,  
WIAD,  
Foreign and Commonwealth Office,  
London SW1

*de*

The Future of FIGAS

I think you know that we have a Sub-Committee of ExCo looking into the future arrangements for the aviation in the Colony. The committee is anxious to have as much guidance as it can and it would be invaluable if we could have the views of Flight Lieutenant Conchie who, for some time now, has acted for Jim Kerr or Ian Campbell when they have been away.

Would you please be kind enough to contact Conchie and ask if he would be prepared to let me have his views on how he sees the future development of FIGAS. He may wish to consider the number of aircraft, the number of pilots and possibly whether we should have a mix of aircraft, particularly if the power units are similar.

I believe Conchie can be contacted at present by writing to:-

Barnside,  
Elton Road,  
Wansford,  
Peterborough,  
PE8 6JD.

*SM*

A.J.P. Monk  
CHIEF SECRETARY

No. FIGAS/AO.

It is requested that, in any reference to this memorandum the above number and date should be quoted.



MEMORANDUM

14th. January 1975.

Chief Secretary,

Secretariate, STANLEY.

Supt. of Civil Aviation,

Stanley, Falkland Islands.

SUBJECT:- CAA Report on FIGAS.

I refer to your AIR/1/20 dated 30th December 1974 and apologise for delay in replying.

2. The report as I read it is very fair and favourable, the recommendations Para. 9 - 9.4.14, are as I see it, made in the main to regularise operations by F.I.C.A.S. as a public transport operator and update local licensing procedures.

I am as time permits compiling an Operations Manual to supersede our current Pilots Orders, sections 1, 2 and 3 are enclosed for submission to His Excellency for approval. Section 3 provides for recommendation at 9.2 of the Report.

4. I appreciate the reason for leaving a copy of the Loadsheet and technical log at each stop, that is to ascertain, in the event of an accident, if the aircraft was correctly loaded, within weight limits and serviceable at the time of the last take off. Bearing in mind the working space available to pilots in small aircraft, pilots seldom leave the aircraft at settlements and frequently have wet hands at ground stops, I do not consider this to be a practical proposition. Consequently I suggest that an exemption from the requirements be made as recommended at para, 9.4.9 of the Report.

5. Having read the legal notices prepared by R.G. I am in full agreement with them, except that if the suggestion at 5.2. of the Report is agreed to, that is, my post be re-designated Director of Civil Aviation, as it was until some two years ago, then this should be done before the notices go to print, otherwise amending notices may have to be issued at some later date.

(J. KERR.)

Supt. of Civil Aviation.

40

Captain R.L.C. Branson, O.B.E.

24th July, 1975

I am directed, therefore, to follow up the kind offer in paragraph 6.5. of your report to assist this Government in its choice of suitable aircraft and shall be most grateful if you could please let us have your considered advice as soon as practicable. I am sure it will not be necessary for us to attempt to spell out what we consider the criteria to be met as you will not only be familiar with these, but can assess the situation from an expert point of view.

A.J.P. Monk  
CHIEF SECRETARY

Chief  
~~xxxxxx~~

43  
41

Our Ref: AIR/1/3

24th July, 1975

Captain R.L.G. Branson, O.B.E.,  
Principal Flight Operations Inspector,  
Directorate of Flight Operations,  
Civil Aviation Authority,  
London

Following on the recommendations in your most helpful and useful report, reference JS/23/04, about operating procedures of the Falkland Islands Government Air Service, this Government has now established a Sub-Committee of Executive Council to enquire into all aspects of the future of the air service.

This letter deals with the particular question of the type of aircraft that we may have to consider. We identify completely with your recommendation that replacement aircraft must be water based as mentioned in paragraph 6.4.c. of your report.

It is by no means an easy task to identify the most suitable aircraft or even type of aircraft which:-

- a. might be available in time, and
- b. would be suitable to our operating requirements.

We have, however, decided that we must settle upon the type of aircraft we want by the end of 1975 with a view to the change over taking place in mid-1977. Although, as your report pointed out, the Beaver might be capable of being operated after that date, we consider it unwise to continue beyond the deadline as maintenance of the Beavers has already become near prohibitively costly.

cont.....

AIR/1/3

43

3E



**Foreign and Commonwealth Office**  
London SW1A 2AH

Telephone 01-930-8440 Ext 15

A J P Monk Esq  
Chief Secretary  
PORT STANLEY  
Falkland Islands

Your reference

Our reference ALW 21/4

Date 21 August 1975



3

Dear Arthur,

1. Please refer to your letter AIR/1/3 of 27 May about replacement aircraft for FIGAS. I enclose a copy of a letter from Flight Lt Conchie with comments on possible replacements for the present Beavers.

Yours sincerely,

D S Keeling  
Latin America Dept

Enc

Stamford 782376. 782186

Barnside,  
Elton Road,  
Wansford,  
Peterborough,  
PE8 6JD

42

Editor (FIGAS) and  
c/o Mr. Keating.  
D.O.S.

28th July 1975

Mr F Hall, Esq.,  
West Indian and Atlantic Department  
Foreign and Commonwealth Office  
London SW1

RECEIVED IN  
REGISTRY No. 18  
31 JUL 1975  
ALW 21/4

Dear Mr Hall,

Thank you for your letter and the invitation to proffer my views on the future of FIGAS.

I find it difficult to condense my ideas into a few lines, since each suggestion spawns many pertinent questions in itself. However, I trust the attached notes may be of some interest.

I may be of any further help in either expanding these ideas, or commenting in any way,

( Copied, together with notes on FIGAS, & circulated to members of Aviation Committee - plus a copy to H.E.

(W.C. Boulton, W.R. Luster, D.R. Morrison)

J.B. 16/10



Please do not hesitate to contact  
me at either my home address,  
above or Jet Provost Squadron,  
RAF Finningley, Doncaster.

Yours faithfully,  
Bert Conchie

B. J. CONCHIE.

## F. T. G. A. S.

The following ideas pre-suppose a continuance of the present political and economic state of the Colony.

Aircraft The existing Beavers need replacement, by an equally well-proven, rugged, simple aircraft - ideally new (or refurbished) Beavers! To increase capacity during the tourist season should this be demanded, a piston Otter would be ideal. Having similar handling characteristics to a Beaver and retaining all the attributes of the smaller aircraft. More expensive to operate fuel-wise, but high load factors could reduce the comparative cost vis-a-vis the Beavers. So, three aircraft, with the Otter being used principally during the tourist season.

Pilots Three. One Superintendent of Aviation whose prime responsibility would be administration, particularly with the commissioning of the Cape Pembroke airfield, but who would be available to augment the two specialist pilots during peak traffic periods, or whilst one was on leave. I would additionally suggest in this respect that serious consideration be given to training local men for these positions as well as aircraft engineers, to

ultimately achieve a truly Falkland Air Service, thus cutting indirect operating costs!

There is always the alternative of wet-leasing an aircraft for the tourist season only, and of course there is always Air Associates of Hammer-smith who are advisers to the British Antarctic Survey, who, no doubt, would be only too pleased to offer further advice.

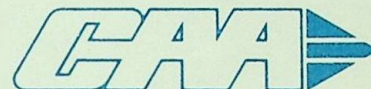
AIR/1/3

(44)

# Civil Aviation Authority

Flight Operations Inspectorate

The Adelphi  
John Adam Street  
London WC2N 6BQ



As from 5 August 1974  
Telephone 01 217 5376 Alt

your ref: AIR/1/3

our ref: 10A/24/08

date: 21 August 1975

Mr A J P Monk  
Chief Secretary  
Stanley,  
Falkland Islands



(43)

Dear Mr Monk

I have today received your letter of 24 July 1975, which I have passed to the Director of Operational Services Overseas. He has agreed to pursue the question you raise.

For my part I am now almost entirely involved with fatigue of crew matters rather than operational aspects. Nevertheless I shall be available should DOSO wish to call on any knowledge I may have as a result of my visit to the Falkland Islands.

Yours sincerely

R L C BRANSON

(i) Replacement Aircraft for FIGAS

This is proving to be an exceedingly difficult exercise. I have written to Captain Bransdon who did the C.A.A. Report for advice and also to Capt. J. Kerr, Mr. I. Campbell and Ft/Lt. Conchie. In addition, Mr. Luxton has been requested by the Aviation Committee, to obtain and prepare a comparative list of all replacement types.

We have set ourselves the following timetable:-

✓ The end of 1975: A decision must be made on the type of aircraft we require.

Mid 1977: Replace the existing aircraft.

Strangely enough thought seems now to be going full circle, and there is quite a strong lobby building up to retain Beavers beyond the date mentioned in the C.A.A. Report for their replacement, particularly since we received some of the Quilmes spares. In this connection I have written to the F.C.O. asking if they will enquire from M.O.D. if the Army will, during the next two years, have obsolescent Beavers for sale. I understand, in this connection, that the Army have kept about 10 or 12 Beavers in operation for taxi service and that they have been very well maintained. If these could be made available it is possible that we could extend the life of our Beavers by up to 5 years.

(ii) Superintendent of Civil Aviation's position

I have not yet had an opportunity to discuss informally Mr. Kerr's intentions. I am reluctant to give him a commitment that we might not be able to honour. I believe he will stay on but will take a calculated look at it.

A problem which has been at the back of my mind is the nature and extent of the services that Government must provide at the new Airport. I am in correspondence with R.P.T. about these and the Aviation Committee will go into it in some detail at its next Meeting.

A complication is the role that LADE, if any, may play in the future operation of the Airport. If it emerges that LADE are the only airline to utilise the airport, they may wish to collaborate in some of the services.

The situation will likely be: a Director of Civil Aviation to co-ordinate all air services, internal and external; an Airport Manager to operate all the non-navigational aspects of the Airport; and a Technical Officer to operate the navigational air traffic control and radio aspects. There will, of course, be the 2 (or 3) pilots for FIGAS.

Much is conjecture at this stage and we hope that the supernumerary Airport Superintendent/Manager (from C.F.T.C.) will clear our minds about the staff structure as well as the handling facilities required.

cont.....

Before next  
6/10 meeting  
Please  
MA 2/10

(iii) The Trainee

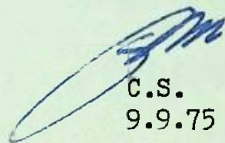
A short list of three officers has been compiled:

Messrs. Peake, Keenlyside and Cheek

The others have been written to and told that because of the large number of applications they were not successful. The short-listed candidates have been told that they will be interviewed in due course. In the meantime, we have written to F.C.O. asking if they/ODM can identify a suitable course.

I can speak to these matters at the next Exco Meeting. Alternatively, it might be more appropriate to inform Council by an information paper.

There is a meeting of the Aviation Committee scheduled for the 16th September.

  
C.S.  
9.9.75

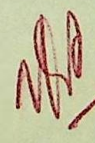
BUT ?  
WHEN .

Yes  
Peake  
✓

C.S.

Thank you.

2. Peake speak informally to Capt. Keen before the next Exco meeting. There is no need for any commitment at this stage.
3. The trainee should be selected without further delay. Engineer should also be made now about training in Dyacentini since he will have to live closely with LADE and the Dyacentini aviation authorities, and understand their system.

  
12/9

CS

## AVIATION MATTERS

1. Would you please let me know what progress has been made to date on:-
- (i) the identification of suitable aircraft to replace the two Beavers, and procurement;
  - (ii) clarification of the Superintendent of Civil Aviation's intentions with regard to retirement, and in particular its timing and whether he intends to remain in the Colony. Linked to this is the question of recruitment and training of another pilot well in advance of SCA's departure;
  - (iii) the recruitment of an Air Traffic Control Officer for the new airport. I understand that 13 local candidates applied and that a good short list of three is being considered. However, in view of the length and specialised nature of the training required for this post we should not delay in appointing the best man and sending him overseas (both to Argentina and the UK?)
2. I think all these matters should either be covered in a single comprehensive paper for the Exco meeting on 17 September or at least receive a full mention.



*N A I French*

N A I French

8 September 1975

CS  
 AIR/13 are attached  
 AIR/14.

*R*  
 A. file & Replacement file

R. M. PITALUGA & COMPANY, LIMITED  
(WOOL PRODUCERS)

47

Directors :

R. M. PITALUGA (Chairman)  
~~Mrs. A. HARVEY~~  
Mrs. J. E. PITALUGA *Ag. Sec.*  
M. LEHEN

Telegraphic Address :  
" GIBSTAY PORTSTANLEY "

Secretary :

~~R. O. BARNES~~

Registered Office :

8 ALLARDYCE STREET,  
PORT STANLEY



GIBRALTAR STATION  
PORT SAN SALVADOR  
FALKLAND ISLANDS  
SOUTH ATLANTIC

15th September, 1975.

The Chief Secretary,  
Secretariat,  
STANLEY.

*Reply @ 45*

Dear Arthur,

I understand you are holding an Airport Committee Meeting this week so I enclose a new brochure from Cessna on floats suitable for the 206 and 185 aircraft. They have not included prices but no doubt, a cable direct to Whipline would soon bring a quotation.

These floats have a number of interesting features, not least of which is the luggage compartment. They forgot to mention that these are in the buoyancy chambers that always get holed! Seriously though, if you go for Cessnas, these floats might be a better bet than the Edos, unless there is some wild difference in the prices.

When Mrs. Booth mentioned your meeting, I asked her to remind you of my letter requesting you to release me from the Committee because of my growing involvement with Cessnas. Since then I have had a telegram from the Company informing me that a Dealer Contract is on its way, so it is more imperative than before, that I withdraw from the Committee.

I would re-affirm that any information or advice which I may be able to supply to your Committee will be gladly provided.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "R.M. Pitaluga".

R.M. Pitaluga



Ref: AIR/1/3

23 October 1975

The Hon W R Luxton Esq  
Chartres

42 52

4

Thank you for your most helpful letter of 10th October about the possible contenders as replacements for the Beavers. The comparison of the various aircraft has obviously involved a considerable amount of time and effort for which I am sure the committee would like me to express my appreciation.

I shall place your letter before the committee when it next meets. I believe personally that they will agree with you that the choice really lies between two aircraft, although it would be nice to have the Pilatus Porter. The problem with the Porter presumably would be finding mechanics to service it. So far as I know none are in service with the RAF and, indeed, this approach might give us the key to how we should finally decide the matter. As you know, there has been much talk that we should replace our seconded RAF personnel with civilians, but I think we should agree to this with some reluctance. By employing RAF personnel, even at some cost, we are probably taking out an insurance policy.

3. I shall see if I can obtain a technical appraisal of the Stationair. As you say, it is easy to accept an off-the-cuff opinion that it lacks strength, but what we must have is a disinterested professional opinion.

4. Thank you again for the effort you have put into this. It has been most helpful.

A J P Monk  
Chief Secretary

AIR/113 Refer to me soon pl. 21/10

48



Chartres,  
Falkland Islands.

10th October 1975

The Chief Secretary,  
Chairman,  
Aviation Committee,  
Stanley.

Dear Sir,

At a meeting some time ago I agreed to make various enquiries about possible replacement aircraft for FIGAS. I have not yet received all the answers to some queries but in view of the extensive discussion of this subject that appears to have taken place at a meeting that I was not aware of I now forward a summary of my thoughts to date based on what information I have.

We seem to be restricted to the following possibilities as far as aircraft are concerned.

Aircraft.	Approx. cost.	Usefull load.
Used Beaver	Unknown	1800 lbs.
Cessna Stationair	£30,000	1395
Islander	£80,000 +	2000
Pilatus Porter	£100,000 +	1980

Other Considerations

1. Single versus Twin engine.

Twin engine has safety advantage above all. The only possibility is the Islander which has not yet had trials. The Otter has been mentioned but is pie in the sky at over £300,000 and running costs to match. In any case twins are going to be more costly regarding maintenance. Also not suitable for mail dropping.

2. Mixed fleet.

Essential if a large twin is purchased but spares situation would be complicated.

3. Float/Amphibious/Land.

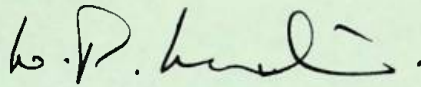
I consider land planes a non-starter. Amphibians have many advantages. The entire operation could be concentrated at the permanent airport and the present primitive beaching procedure done away with. However, they are complicated, expensive and have a poor cross-wind performance. The last point is the most telling in that operations would probably be restricted to less than 15 kno cross-winds. Also heavy capital expenditure in moving FIGAS. Plain floats are probably the best bet.

If money were no object, the Pilatus Porter seems to be by far the best aircraft, however we should have to think in terms of at least £300,000 for two plus spares. More Beavers would probably involve the least capital expenditure but leave us saddled with the highest running costs. All members of the committee are well aware of the trend of these. My own opinion is that the lowest running costs plus lowest capital expenditure would be achieved by going for three Stationair on floats. Total expenditure would probably be in the region of £125,000 with spares. I should like to hear the technical objections to this. Lack of strength seems to smack of

some ~~kind~~ kind of prejudice. I am not familiar with the Stationair but I am with its smallest brother and it is almost indestructible despite its lightweight.

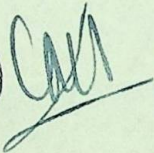
To summarise, it seems that the only realistic alternatives would be more Beavers or Cessna Stationairs. We should try somehow to obtain an independent assessment of the Stationair on floats and consider this carefully alongside the possibility of saddling the colony with obsolete machinery and ever rocketing maintenance costs.

Yours faithfully,



W.R. Luxton.

*Acknowledged*



TOP-SIZED  
INCHKELLER BOND



Chief  
~~XXXXXXXX~~

44 53

Ref: ATR/1/3

29 October 1975

Cessna Aircraft Company,  
Wichita,  
Kansas,  
USA

cc The Hon R M Pitaluga OBE

Dear Sirs,

For many months now this Government has been looking into ways and means of continuing its internal air service which, for many years now, has operated on two Beaver aircraft on floats.

2. Government is satisfied that it should continue with water-based aircraft, and I should be most grateful if you will please give me the very fullest information you can on the CESSNA STATIONAIRE. The information would be most helpful if it included the cost of the various floats that may be available, together with the useful load that can be carried with every type of float.

3. As a most crucial element in our deliberations will be the running costs of the various aircraft we are now considering, it would also help if you would be kind enough to give an estimate of these during, say, the first ten years life of the aircraft.

4. I have copied my letter to the Hon R M Pitaluga who, I understand, is your local representative in the Falklands. It would be perfectly proper for you to reply through him if you see fit.

Yours faithfully,

A J P Monk  
Chief Secretary

Extract from a letter from R M Pitaluga dated 13th November 1975

Aviation Committee

ATR/1/3

Thank you for your kind letter of the 23rd October. I am sorry to have to leave this Committee, as it is one of the more interesting and satisfying ones on my plate.

I shall be glad to assist you and the Committee in any way possible and I wish you all success with its many responsibilities.

40 54

43

AIR/1/3

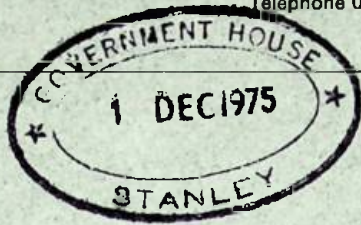
49 55



**Foreign and Commonwealth Office**  
London SW1A 2AH

Telephone 01- 233-3273

A J P Monk Esq  
Chief Secretary  
Port Stanley



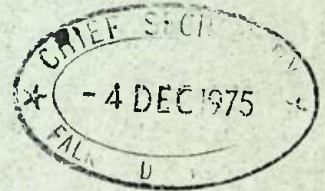
Your reference

Our reference

Date 14 November 1975

*Dear Sir,*

1. I am sorry that you have not received an earlier reply to your letter AIR/1/3 of 22 August to David Hall about Army Beavers. The MOD have been asked to make enquiries and we are prodding them from time to time.



*Lucy*

*David Hall*

D S Keeling  
Latin America Dept

*b.s.  
He kept me informed of progress  
2/12*

COPY.

DOMINION AIRCRAFT CORPORATION  
105 W. Perimeter Road,  
RENTON, Washington 98055.

56  
577

October 30, 1975.

Dear Mr Kerr,

In order to refine our production plans and to complete the financing program which will put the SKYTRADER 800 aircraft into immediate commercial production, the company has asked me to provide current evidence as to the specific sales and deliveries facing our company. We are at this time finalizing our manufacturing plans and expect building permit approval and production financing within the next few weeks. We cannot ethically or legally assign production serial numbers, accept deposits and sign firm orders until production start date is set.

We are requesting letters of intent from all prospective purchasers of the SKYTRADER which will provide the required information for our production people who are now anticipating first production deliveries in late 1976 at a rate of five aircraft per month, rising as rapidly as possible to fifteen per month.

Your earliest reply would be most helpful and much appreciated.

Very truly yours,

DOMINION AIRCRAFT CORPORATION.

Sgd. Harold Mallet

Harold Mallet,  
Vice President,  
Marketing.

AVIATION DEPARTMENT, 57

Ref: FIGAS/AR.

Stanley.

Falkland Islands.

20th November, 1975.

Dear Sir,

X You will recall that I mentioned to you that I had written to the Dominion Aircraft Corp. enquiring about their Skytrader 800 which is being offered with a float undercarriage. The enclosed reply and literature has now been received.

The information provided, as I see it, is for the landplane only and I would think one could deduct 500 lbs from the useful load for the weight of the undercarriage, thus leaving approximately 3,000 lbs for fuel, passengers, freight, safety and radio equipment. With full main tanks that is 160 U.S. gallons approximately 2,000 lbs would be available for fare paying cargo.

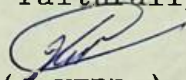
With main tanks full, duration at estimated consumption would be five hours, giving a still air range of some 750 St. miles, cruising at 150 M.P.H. From available data all seats could be occupied and full island cover carried out without the need to refuel on 'camp'.

You will observe that the dimensions are pretty basic and from these I can say that this aircraft would fit into our existing hangar span and lengthwise but not height, wheel-base is not provided but I would think our present slipway would be adequate.

One question I raised with this company was, would the aircraft be available with a straight float undercarriage, my reason being less maintenance and corrosion prone parts. Unfortunately this query is still unanswered. X

Yours faithfully,

Chief Secretary,  
STANLEY.

  
(J. KERR.)  
Supt. Civil Aviation.



58

Ref: AIR/1/3

17 January 1976

Cessna Aircraft Company  
Wichita  
Kansas  
United States of America

Dear Sirs

Cessna Stationnaire

I shall be most grateful if you will please refer to my letter of 29 Oct 1975 and let me have an early reply as information about this aircraft is crucial to our deliberations regarding replacement aircraft.

Yours faithfully

A J P Monk  
Chief Secretary

cc R M Pitaluga OBE

CABLE & WIRELESS  
NEW ZEALAND

DATA REGARDING MR MONK'S REQUEST FOR 206'S WILL BE AIRMAILED TO  
YOU STOP THE OPERATING COST OF THE 206 WILL BE GREATLY DEPENDENT  
UPON MAINTENANCE COMMA FUEL ETC STOP THE 206 IS BEING USED ON  
FLOATS IN MANY AREAS OF THE WORLD UNDER EXTREME CONDITIONS STOP  
AFRICA AND CANADA ARE TWO OF THE MOST NOTABLE EXAMPLES STOP  
PRECAUTIONS TO BE TAKEN WHEN USING THE 206 IN SALT WATER  
ENVIRONMENT

WILL BE APPROXIMATELY THE SAME AS THOSE REQUIRED FOR YOUR DE  
HAYLAND  
BEAVERS  
REGARDS STEVEN M HARRISON

*Received by [unclear] file [unclear]*

SA

CHIEF SECRETARY  
19 JAN 1976  
SUMMIT HILLS

F.I.G.A.S. AIRCRAFT

ALR/1/3

53

5460

I enclose the relevant portion of a recent telegram from Cessna. I will send you the additional information as soon as it arrives.

*FR*



*Yours ever  
R.M.*

R.M. PITALUGA

Ref: FIGAS/AR

5 (b1)

16th January

76

Mr. J. Kerr,  
Supt. of Aviation,  
Stanley.

51

Thank you for your letter of 20th November 1975. I shall circulate this to members of the Aviation Committee. Perhaps you will be kind enough to let me have your considered opinion whether the Skytrader 800 would be a better bet than the two aircraft we have presently in mind, the Cessna Stationaire or the Beaver (continuing with it).

I lookforward to receiving the further information you have requested from the Company.

A J P Monk  
Chief Secretary

*No reply*

~~26~~ (62)

Text of Letter from Captain J Kerr to Chief Secretary

You will recall that I mentioned to you that I had written to the Dominion Aircraft Corp. enquiring about their Skytrader 800 which is being offered with a float undercarriage. The enclosed reply and literature has now been received.

The information provided, as I see it, is for the landplane only and I would think one could deduct 500 lbs from the useful load for the weight of the undercarriage, thus leaving approximately 3,000 lbs for fuel, passengers, freight, safety and radio equipment. With full main tanks that is 160 U.S. gallons approximately 2,000 lbs would be available for fare paying cargo.

With main tanks full, duration at estimated consumption would be five hours, giving a still air range of some 750 St. miles, cruising at 150 M.P.H. From available data all seats could be occupied and full island cover carried out without the need to refuel on 'camp'.

You will observe that the dimensions are pretty basic and from these I can say that this aircraft would fit into our existing hangar span and lengthwise but not height, wheelbase is not provided but I would think our present slipway would be adequate.

One question I raised with this company was, would the aircraft be available with a straight float undercarriage, my reason being less maintenance and corrosion prone parts. Unfortunately this query is still unanswered.

*Sent to all members of Aviation committee  
with covering letter. 19/1/76*

F Replacement Aircraft  
(S)  
(64)

**GOVERNMENT TELEGRAPH SERVICE**

**FALKLAND ISLANDS**

**SENT**

Number	Office of Origin	Words	Handed in at	Date
				25.2.76

To

STEVEN M HARRISON CESSNA WICHITA KANSAS

NYLETS 29 OCTOBER AND 17 JANUARY AND URTEL TO PITAIUGA.  
 MOST URGENT YOU SUPPLY UP TO DATE DETAILS ON CESSNA  
 STATIONAIRE TOGETHER WITH DETAILS OF USEFUL LOAD ON FLOATS  
 AND OPENING COSTS. DECISION IMMINENT.

WILL YOU PLEASE THEREFORE AIRMAIL ALL DETAILS SOONEST.

CHIEFSEC



Time

Ref: AV/PR A

26 February 1976

The Hon R M Pitaluga Esq OBE  
Gibraltar Station  
Salvador

Very many thanks for your letter of 22 February. In fact I did have your letter of 29th January, but the brochures are now being circulated amongst the members of the Aviation Committee. I had unfortunately telegraphed to Cessna, before I saw your letter, asking them for up-to-date details and operational costs of the Stationnaire, but perhaps you could now reinforce our request as it is important that we get our sums as accurate as we can before making a decision.

2. Incidentally we shall be forced into a decision very shortly, and it may well be worth while Cessna working on this carefully and in detail so that their case is presented as comprehensively as possible.

3. I have written to Jim Kerr, asking him if he could let me have a detailed specification for Stationnaire just in case we want to go snap on it.

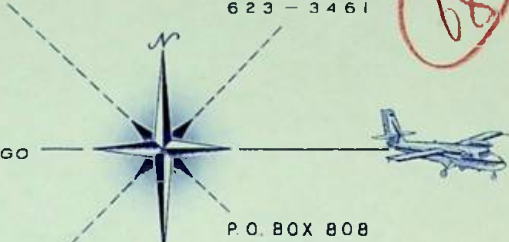
52  
A J P Monk  
Chief Secretary

# LAMBAIR LIMITED

DO NOT ASK US WHERE WE FLY - TELL US WHERE YOU WANT TO GO

PHONE  
623 - 3461

68



P.O. BOX 808  
THE PAS  
MANITOBA



25th February, 1976.

A.J.P. Monk Esq.,  
The Chief Secretary,  
The Secretariat,  
Stanley.

Sir,

We are a firm engaged in both schedule and charter flight operations throughout central and Northern Canada; heavily engaged in re-supply of the northern communities including the various Eskimo and Indian settlements of the Canadian Arctic.

Our company was established by the late Tom Lamb in 1934. We have had steady continuous growth through the years. We have been instrumental in the development of the charter air service in central and northern Canada.

Throughout the years we have operated numerous and various types of aircraft. Our current fleet consists of Cessna 180's, Otters, Twin Otters, Aztecs, Brittan-Norman Twin Islander, DC-3's, F-27; plus 3 Alouette II and one Gazelle helicopters.

We are interested in the current flight operations within the internal infrastructure of the Falkland Islands. It is our opinion that we can be of assistance to your Government to this end. We would suggest that we could assist in either of one or the other of the following ways:

- A. A private take-over by us of the Falkland Islands Government Air Service. This would include the total operation, such as bringing in our own Twin Otter and Alouette II helicopter. We would envisage using the Twin Otter for local flying operations, and the 5 place Alouette II for medical emergencies, and related duties (e.g. ship to shore, shuttle service Town to Stanley Airport, etc. etc.).
- B. We will act as aviation consultants to your Government in the disposal off, and replacement for the Beaver operations. You could be assured of highest price for the Beaver and spares, plus the best and most economical replacement aircraft. We would assist and organize the best financing and continual spares support.

In order to implement either of these or alternate plans we are prepared to meet with your Government at your convenience. In addition we would have to have access to all aspects of the current air service.

We feel that it is necessary to see as much as possible of the local conditions, landing areas, etc. Towards this end we would


//




appreciate you arranging appointments for us with responsible people involved.

As a matter of interest, the writer is fully qualified commercial pilot on all of our aircraft with approximately 9,000 hours which includes several thousand on the Beaver aircraft. If you would be interested I could fly one of your Beavers on an inspection tour of the Islands. (after a thorough briefing by your Capt. Kerr).

Yours sincerely,

  
J.A. Lamb  
Managing Director.  
Lambair Limited.



J. A. (Jack) LAMB  
MANAGING DIRECTOR

**Lambair Limited**

P.O. BOX 766, THOMPSON,  
MANITOBA, CANADA

TELEPHONE AREA CODE 204  
OFFICE: 677-4555  
TELEX 0388-4519

AIR/1/3

(2) 2. 10. 0. Replacement of F.I.G.A.S. Aircraft

2. 10. 1. The Chief Secretary informed Council that he had briefed Mr. Peter Mould of the Shackleton Economic Survey Team on the current position reached by the Aviation Committee. The Team took cognizance of the matter.
2. 10. 2. The Aviation Committee was due to meet on 20th February. Council asked that the Committee should proceed with all speed.

*G. J. Brown*  
CLERK OF COUNCIL

(70)

CABLE  
KEEP



CABLE & WIRELESS  
KEEPS YOU IN TOUCH



& WIRELESS  
KEEPS YOU IN TOUCH

ZCZC DZ301  
ATS274 TCC058 VIA ITT WUA8804 IYC118 1-022324A075  
FKLY CO UINX 177  
TDLX WICHITA KANS 177/174 03-15 328P EST

R M PITALUGA  
GIBSTAY PORT STANLEY  
FALKLAND  
ISLANDS



CABLE NUMBER 162 3-15-76 PREVIOUSLY SENT 3-10-76  
ATTENTION MR PITALUGA AND CHIEF SEC  
WE WILL SEND THIS CABLE TO YOU AGAIN AS EVIDENTLY IT WAS MISSENT  
AND NEVER REACHED YOU STOP  
REF YOUR CABLE 2-28-76 STOP WE HAVE AIRMAILED 1976 STATIONAIR  
BROCHURES TO YOU WHICH INCLUDED WEIGHT AND SPEED CHANGES WITH  
FLOATS INSTALLED STOP WE ARE GOING TO AIRMAIL PILOTS OPERATING  
HANDBOOK FOR THE 1976 STATIONAIR BUT SINCE THE FLOATS ARE NOT  
INSTALLED AT THE FACTORY WE DO NOT HAVE A SECTION IN THE HAND  
BOOK SPECIFICALLY RELATING TO FLOATS STOP ALL OTHER INFORMATION  
CHANGED WITH THE INSTALLATION OF FLOATS TOP PLEASE DIRECT THE  
INQUIRIES ON YOUR PARTS ORDER TO CAVICO IN FT LAUDERDALE TO  
THE ATTENTION OF MR RALPH LEWIS STOP PLEASE MENTION TO MR LEWIS  
REGARDING YOUR REQUIREMENT FOR PAINTING THE PARTS TO MATCH  
YOUR SKYHAWK STOP THIS IS NOT A STANDARD PROCEDURE STOP IT IS  
NORMALLY DONE IN THE FIELD HOWEVER CAVICO HAS THE CAPABILITY  
OF PERFORMING THE SERVICE FOR YOU  
REGARDS STEVEN M HARRISON

COL 162 3-15-76 3-10-76 2-28-76 1976 1976

NNNN

CABLE & WIRELESS  
KEEPS YOU IN TOUCH



CABLE & WIRELESS  
KEEPS YOU IN TOUCH

7# 78

FIFO 009/23 MARCH

FM PORT STANLEY

EN CLAIR

GPS 35A

FM PORT STANLEY

UNCLASSIFIED

TO PRIORITY FCO TELNO 230 OF 23 MARCH

REPLACEMENT FOR BEAVER AIRCRAFT.

YOUR LETTER OF 14 NOVEMBER 1975 TO MONK REFERS.

A DECISION IS REQUIRED NOW ON REPLACEMENT AIRCRAFT FOR FIGAS. PLEASE TELEGRAPH EARLIEST AVAILABILITY OF ARMY BEAVERS.

FRENCH

NNNN

AIR/113

80

R. M. PITALUGA & COMPANY, LIMITED  
(WOOL PRODUCERS)

Directors :  
R. M. PITALUGA (Chairman)  
~~MRS. HARVEY~~  
Mrs. J. E. PITALUGA  
M. LEHEN

DEALER FOR  
CESSNA AIRCRAFT

Telegraphic Address :  
"GIBSTAY PORTSTANLEY"

Secretary :  
~~B. G. BARNES~~

GIBRALTAR STATION  
PORT SAN SALVADOR  
FALKLAND ISLANDS  
SOUTH ATLANTIC

Registered Office :  
8 ALLARDYCE STREET,  
PORT STANLEY

26th March 1976

The Acting Chief Secretary,  
Secretariat,  
Stanley.

Dear Sir,

REPLACEMENT AIRCRAFT FOR THE F I G A S

I have pleasure in enclosing a copy of the Pilot's Operating Handbook for the Cessna Stationair. Unfortunately, this does not contain information on the effect of floats on the performance of the aircraft but you already have some brief details on a brochure we obtained for you from the Edo Company.

I have asked Cessna to send the Float Supplement to the Handbook and will forward this to you on arrival.

With regard to the provision of information on the Cessna aircraft, please note that I am going on leave this winter and expect to leave the islands in the third week of May.

Yours faithfully,

(R M Pitaluga)  
MANAGER

*Acc'd really  
When Mr Pitaluga  
came to see me. DGM*

89 B

PERFORMANCE AND SPECIFICATIONS FOR STATIONAIR

	<u>LANDPLANE</u>		<u>FLOATPLANE</u>	
<b>SPEED</b>				
Maximum at Sea Level	156 knots	289 km/h	136 knots	252 km/h
Cruise, 75% power at 6500 feet	147 knots	272 km/h	130 knots	241 km/h
<b>CRUISE</b>				
Recommended lean mixture with fuel allowance for engine start, taxi, takeoff, climb, descent and 45-minutes reserve at 45% power				
75% power at 6500 feet with 59 Gallons Usable fuel	Range 450 nm Time 3.1 hr	833 km 3.1 hr	400 nm 3.1 hr	741 km 3.1 hr
75% power at 6500 feet with 76 Gallons usable fuel	Range 610 nm Time 4.2 hr	1130 km 4.2 hr	545 nm 4.2 hr	1009 km 4.2 hr
Maximum range at 10,000 feet with 59 Gallons usable fuel	Range 555 nm Time 4.8 hr	1028 km 4.8 hr	500 nm 4.7 hr	926 km 4.7 hr
Maximum range at 10,000 feet with 76 gallons usable fuel	Range 755 nm Time 6.5 hr	1398 km 6.5 hr	685 nm 6.5 hr	1269 km 6.5 hr
<b>RATE-OF-CLIMB AT SEA LEVEL</b>	920 fpm	280 mpm	855 fpm	260 mpm
<b>SERVICE CEILING</b>	14,800 ft	4511m	13,900 ft	4237 m
<b>TAKEOFF PERFORMANCE</b>				
Ground roll(water run)	900 ft	274m	1445 ft	440 m
Total distance over 50-ft obstacle	1780 ft	543 m	2475 ft	754 m
<b>LANDING PERFORMANCE</b>				
Ground roll(wafer run)	735 ft	224 m	695 ft	212 m
Total distance over 50-ft obstacle	1395 ft	425 m	1570 ft	479 m
<b>STALL SPEED, IAS</b>				
Flaps up, power off	55 knots	102 km/h	60 knots	111 km/h
Flaps down, power off	45 knots	83 km/h	49 knots	91 km/h
<b>MAXIMUM WEIGHT</b>	3600 lb	1633 kg	3500 lb	1588 kg
<b>STANDARD EMPTY WEIGHT</b>				
Stationair(6 seats)	1902 lb	863 kg	2234 lb	1014 kg
Stationair II(6 seats)	1990 lb	903 kg	2322 lb	1053 kg
Utility Option(1 seat)	1785 lb	810 kg	2135 lb	969 kg
II Utility Option(1 seat)	1873 lb	850 kg	2223 lb	1009 kg
<b>MAXIMUM USEFUL LOAD</b>				
Stationair(6 seats)	1698 lb	770 kg	1266 lb	574 kg
Stationair (6 seats)	1610 lb	730 kg	1178 lb	535 kg
II Utility Option(1 seat)	1727 lb	783 kg	1277 lb	579 kg
Utility Option(1 seat)	1815 lb	823 kg	1365 lb	619 kg
<b>BAGGAGE ALLOWANCE</b>	120 lb	54 kg	120 lb	54 kg
<b>WINGLOADING</b>	20.7 lb/sq ft	101lb/sq m	20.1lb/sq ft	98.2kg/sq m
<b>POWER LOADING</b>	12.0lb/hp	5.4kg/hp	11.7lb/hp	5.3 kg/:hp
<b>WINGSPAN</b>	35ft 10in	10.92m	35ft 10in	10.92m
<b>WING AREA</b>	174 sq ft	16.2 sq m	174 sq ft	16.2 sq m
<b>LENGTH</b>	28ft	8.53m	28ft 5½in	8.70m
<b>HEIGHT</b>	9ft 7½in	2.93m	13ft 11½in	4.25m
<b>FUEL CAPACITY</b>				
Standard tanks	61 gal	231 liters	61 gal	231 liters
Long range tanks	30 gal	303 liters	80 gal	303 liters
<b>OIL CAPACITY</b>	12 qt	11.4 liters	12 qt	11.4 liters
<b>ENGINE</b>				
Teledyne Continental IO-520-F fuel-injection engine; 300 bhp at 2850 rpm (takeoff) 285 bhp at 2700 rpm (maximum continuous)				
<b>PROPELLER</b>				
Constant-speed 3 blades 80-inch diameter(2.03m)		Constant-speed 2 blades 86-inch diameter (2.18m)		

24A (89)

COPY of letter from Cessna Aircraft Company to Mr R M Pitaluga OBE

Dear Mr Pitaluga,

Enclosed are the price lists for the 206, the new brochures for the 206 including floatplane, and cost estimating forms. The price lists are self-explanatory. The brochure includes specifications requested by your Chief Secretary. The Cessna 206 floatplane specifications are included in the brochure in both nautical units of measure and metric units of measure as you can see.

The useful load is obviously reduced with floats on the aircraft, however, as you can see it is still a substantial load carrying capability with ample room in the cabin for cargo and passengers. Unfortunately, we do not have any specific detailed examples of Stationairs on floats in the field, however they are in use in Africa, Australia, and New Zealand and performing quite well for their operators. We trust that the brochure will answer most of your questions on the Stationair but if you have any further questions, please advise us.

The forms for cost of operation are included for your information as well as to enable you to figure up a cost to submit to the government based on your local cost of maintenance, storage, gasoline, oil, etc. As you can well imagine, it is difficult to determine cost that will be valid for all sections of the United States, let alone valid for areas outside of the U.S., especially areas as remote as the Falkland Islands. As you can see the proper bid to the government in the Falkland Islands will depend doing some additional work by you to a great extent. We are certain that your government will find the Stationair satisfactory as a replacement for the De Havilland Beavers.

The fine record of the Stationair in air taxi and government operations throughout the world has earned a reputation of being a dependable, rugged aircraft capable of completing any reasonable mission assigned to it.

If there is anything further that we can do in order to assist you in securing the sale of these Stationairs, please contact us.

Sincerely yours,  
THE CESSNA AIRCRAFT COMPANY

(Sgd) Steven M Harrison  
Regional Sales Supervisor  
International Sales.



THE SECRETARIAT,

STANLEY, FALKLAND ISLANDS,

SOUTH ATLANTIC.

.....29 March.....19.76.

Dear Sir,

--- Information has now been received about the specification  
of the Cessna Stationair, and I enclose for information and  
study:

--- i) performance and specifications;

--- ii) a letter from Cessna Aircraft Company to Mr Pitaluga;

iii) a brochure on 1976 Cessna Stationairs (one copy only so  
cannot be sent to all members)

2. It is intended to hold a Committee meeting when information  
has been received about the availability of Army Beavers.

Yours faithfully,

D R Morrison

Ag Chief Secretary

Lt.Col the Hon R V Goss OBE ED  
The Hon W E Bowles  
Mr W R Luxton  
Capt J Kerr MBE  
Ag. DCS

PS I also enclose photostat copies of pamphlets showing cost of  
operation and Accessories Price List.

Amr/1/2

82 (26)

FIFO 002/74

22 92

~~Draft tel to ECO~~

EN CLAIR GPS SSA

70

UNCLASSIFIED

To Priority ECO tel no 263 of 7 April

My telno 230. Replacement for Beaver aircraft.

When replying please indicate availability of spares which would be a governing factor in <sup>ANY</sup> decision on replacement.

~~Without~~ <sup>AN ASSURED</sup> ~~good~~ supply of spares <sup>THE</sup> maintenance of Beavers would be ~~costly~~.

<sup>DEPENDENT ON CANADIAN</sup>  
<sup>SOURCES AND HENCE VERY COSTLY</sup>

FRENCH

14

83  
87

Extracts from Minutes of Executive Council Meeting No 3/76 held on  
Wednesday 14th April 1976

AIR/1/3 (3) 3. 2. 0. Replacement of F.I.G.A.S. Aircraft (2/76 - 2.10)

3. 2. 1. Council was informed that enquiries about ex-Army Beavers were continuing, in particular the question of availability of spares was receiving close attention.

3. 2. 2. Full details, including cost quotations for the Cessna Stationair had now been received and were being evaluated, but the Superintendent of Civil Aviation was of the opinion that this aircraft was much less rugged than the Beaver and generally not suitable.

3. 2. 3. Representatives of Lambair of Canada Ltd., had visited the Colony and expressed an interest in operating the air service but had not yet submitted firm proposals. The Shackleton Survey had been informed of this development and would, no doubt, take it into account in their report. His Excellency said that this was a complex matter and would require very careful consideration. The F.C.O. were fully in the picture.

  
CLERK OF COUNCIL

214 GOVERNOR FK  
263565 PRDRNE G

88

FOFI 001/20

PP PORT STANLEY

GRS 65

EN CLAIR

FM FCO 201550E

UNCLASSIFIED

TO PRIORITY PORT STANLEY TELNO 217 OF 20 APRIL.  
YOUR TELNO 230: BEAVER REPLACEMENTS

1. DELAYED REPLY REGRETTED. WE HAVE MADE LITTLE PROGRESS IN OUR CONTACTS WITH MOD.

2. PRELIMINARY INDICATIONS ARE THAT EX-ARMY BEAVERS WILL NOT (REPEAT) NOT BE AVAILABLE, EVEN AFTER 1977. ALTERNATIVE IS TO TRY YOUR LUCK ON THE OPEN MARKET. YOU WOULD NEED TO ACQUIRE SPARES IN THE SAME WAY.

3. HAVE YOU GIVEN FURTHER CONSIDERATION TO ALTERNATIVE AIRCRAFT, SUCH AS THE BRITTEN-NORMAN ISLANDER?

CROSLAND

NNNN

E SENT AT 202153Z JB

3=1=1/ 09=34,94 KC

ACS  
I think this concerns  
the ex-Army Beavers?

Done  
2/2/77

Beaver disposal urgently action  
Capt. Moor, and the Committee  
should meet soon

2/2/77

of  
10/1/77

P/449

33A  
4  
88A

24th May

76

Mr. Ian Campbell, M.B.E.,  
1 Wentworth Crescent,  
Mayals,  
Swansea.

Dear Ian,

You will recall that the morning you left we talked briefly on the type of replacement aircraft for the Beavers and your interest in seeing the "Islander" on floats. I confirm that Government would like you to have a look at the float version of the Islander and let us have your opinion in due course.

2. You should, of course, keep an account of your expenses and we will reimburse you with reasonable expenses on presentation of a claim supported with receipts in accordance with usual practice.

(D.R. Morrison)  
AG. CHIEF SECRETARY

US

89

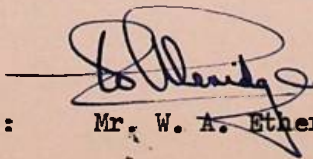
EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING NO. 5/76 HELD ON  
TUESDAY AND WEDNESDAY 25th and 26th MAY, 1976

MATTERS ARISING

A IR/1/3 (5) 3. 1. 0. Replacement of F.I.G.A.S. Aircraft (3/76 3.2.)

3. 1. 1. It was reported to Council that there was still a good chance of obtaining Beaver aircraft from the Army which has a number of low mileage Beavers and adequate quantities of spares.

3. 1. 2. Captain Campbell is to look at the Britten-Norman Islander aircraft on floats while he is in the U.K. on leave.



Acting Clerk to the Council: Mr. W. A. Etheridge

REF: AIR/1/3

90  
86

Captain R L C Branson, OBE  
Principal Flight Operations Inspector  
Directorate of Flight Operations  
Civil Aviation Authority  
London

8 July

76

Dear Sir,

33

Please refer to your letter 10A/24/08 of 21 August 1975 wherein you said you had passed our letter of 24 July 1975 to the Director of Operational Services Overseas.

2. We have not yet, for a number of reasons, been able to decide on the type of aircraft to replace our Beavers, and as time is slipping by, I am wondering if you wouldn't mind making an enquiry of the appropriate quarter in DOSO as we cannot trace having received a reply from them about our enquiry.

3. Sorry to trouble you with this, but I am sure you will appreciate our need to obtain professional advice in this important matter.

Yours faithfully,

D. R. Morrison  
for CHIEF SECRETARY

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING NO. 6/76  
HELD ON WEDNESDAY 9th JUNE 1976.

2/91

AIR/1/3

(6) 2. 1. Replacement of F.I.G.A.S. Aircraft (5/76 - 3.1)

His Excellency told Honourable Members that a telegram had been sent to the Foreign and Commonwealth Office enquiring as to the latest position regarding the Army Beaver aircraft and seeking an early decision.



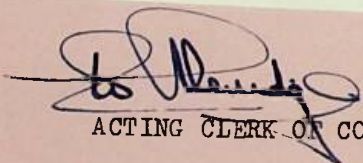
ACTING CLERK OF COUNCILS:



AIR/1/5

(7) 3. 1. Replacement of F.I.G.A.S. Aircraft

- 3. 2. Captain Kerr joined the meeting at this point.
- 3. 3. His Excellency told Honourable Members that the possibility of obtaining Army Beaver aircraft and spares was not yet completely ruled out.
- 3. 4. Council agreed that a final effort **at the** highest level should be made to secure these aircraft and adequate quantities of spares.
- 3. 5. It was also agreed that Captain Campbell, at present on leave in the United Kingdom, should proceed with his visit to Britten-Norman to see the Islander aircraft on floats and report on the present position regarding trials of this version of the aircraft.
- 3. 6. Captain Kerr pointed out that the Islander on floats was as yet unproven and it was his firm opinion that every effort should be made to secure Beavers in the interim while the float version of the Islander was being fully developed and proven in service.



ACTING CLERK OF COUNCILS:

214 GOVERNOR FK

214 GOVERNOR FK

214 GOVERNOR FK

*To. get in P*

45

214 GOVERNOR FK  
VLTORONTO CANADA AUGUST 4/76  
TO: DIRECTOR OF CIVIL AVIATION  
FALKLAND ISLANDS

*LS*  
*Re. discuss*  
*a.y.c*  
*alt*  
*4/8*

THIS MSG IS COMING FROM  
NOVA LEASING CO LTD  
TORONTO INTERNATIONAL AIRPORT  
P O BOX 210  
TORONTO ONT  
TELEX NBR IS 06-968855

WE LEASE AND OPERATE AIRCRAFT IN CANADA AND OVERSEAS AND  
ARE FAMILIAR WITH ICAO, COLONIAL AIR NAVIGATION ORDERS AND  
CAA REQUIREMENTS.

WE HAVE DEHAVILLAND TWIN OTTER AIRCRAFT WITH OVERSIZE WHEELS  
AND TYRES FOR CHARTER, SALE OR LEASE-PURCHASE. WE CAN PRO-  
VIDE TRAINING CREWS AND SPARES SUPPORT.

ALSO HAVE AVBL CONSOLIDATED PBY CATALINA AMPHIBIANS WITH  
SEATING CAPACITY UP TO 18 PAX DEPENDING ON RANGE. HAVE TWOP  
PILOTS WITH AMPHIBIOUS FLYING BOAT EXPERIENCE IN FALKLAND IS. }?

REFERENCES AVAILABLE THROUGH BRITISH CONSULATE HERE IN TORONTO.

IF WE CAN BE OF

IF WE CAN BE OF SERVICE PLS CONTACT US BY TELEX OR AIRMAIL

J F REED

NOVALEASE MSGA

214 GOVERNOR FK

214 GOVERNOR FK

VUR

EV

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT



Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

To

TELEX

(Telex Number 06-968855)

TO: REED

NOVALEASE  
TORONTO (CANADA)

YOUR TELEX OF AUGUST 4.

IF YOU WILL SEND A DETAILED PROPOSAL BY LETTER FOR CAREFUL CONSIDERATION I SHALL BE ABLE TO ADVISE.

WILL YOU ALSO INDICATE WHO THE TWO PILOTS ARE WHO HAVE PREVIOUS EXPERIENCE IN FALKLAND ISLANDS.

Time

R1725X9/72 50m

*Reply at- (97)*

GOVERNOR.

WILL LET U KNOW THE OUTCOME  
TKS BRIAN! BI FOR NOW

97

2.14 GOVERNOR FK  
SWBD POS 1 FK



SADIE MANAGED TO XET THEL

MANAGED TO GET THE TLX CALL AWAY  
CAN YOU PSE PASS ONTO THE CS THAT THE TWO PILOTS ARE

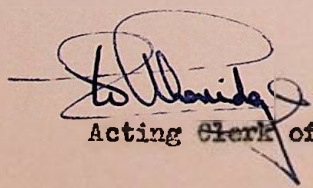
PETER KIRWAN AND BOB PETTUS

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING NO. 8A/76  
HELD ON WEDNESDAY 4th AUGUST 1976

AIR/1/3  
8A/76

5. Replacement of F.I.G.A.S. Aircraft

Council agreed that Captain Campbell's leave should be extended for one month to enable him to test-fly the amphibious version of the Islander aircraft about mid September. It was emphasised, however, that if there was any slippage in the date of the test flight a further extension of leave could not be considered.

  
Acting Clerk of Councils:

INWARD TELEGRAM

LONDONLA TLX 37 17 1216 CBGS

ETAT PRIERE  
THE GOVERNOR  
PORT STANLEY FALKLAND ISLANDS

170900Z Aug  
From MCDUK AIR HARROGATE  
DIG EBL5243  
Kenworthy.

Your telex received. Am in touch with FCO  
and Army Dept and will communicate later  
re Beaver A/C  
MCDUK AIR HARROGATE.

*B.S. (copy for you  
two spots. 1/6)  
The offer is  
for two  
beavers plus  
stuffed skins  
17/8*

*1/2  
Replacement of file pt.  
17/8.*

C O P Y



INWARD TELEGRAM

R 201430Z Aug

FM MCD AIR HARROGATE

TO PORT STANLEY FALKLAND ISLANDS

BT

UNCLAS

DIG DBE6585

FOR ME the Governor from Kenworthy.

Mr Campbell Chief Pilot has contacted me and will inspect aircraft within 2/3 days.

BT

NNNN

*B.S.*  
*Wo* *1/10/76*

*[Signature]*  
*20/8*

C O P Y

Floats:

EDC Model 52/4520.

Manufacturers: Bristol Aerospace Co.

(Ian Bridges,  
phoned,  
27 Aug 76)

M.  
—



*Replacement of fl. r.*

101

DRAFT TEL  
EN CLAIR  
FROM PORT STANLEY  
UNCLASSIFIED  
TO PRIORITY FCO  
TEL NO. OF

YOUR TEL 392. BEAVER AIRCRAFT.

1. CONFIRM BOTH AIRCRAFT ACCEPTABLE AND WILL BE PURCHASED BY FIG AT PRICES TO BE NEGOTIATED IN ACCORDANCE WITH MY TEL NO. ....
2. PROPOSE ACCEPT XP 818 SERIAL 1497 SOONEST POSSIBLY BY BAS OR RN VESSEL. THIS AIRCRAFT COULD BE SHIPPED BEFORE MAJOR CARRIED OUT.
3. XP 816 SERIAL 1476 PROPOSE MAJOR CARRIED OUT BEFORE SHIPMENT IF POSSIBLE.
4. IMPORTANT BOTH AIRCRAFT FITTED WITH RADIO TRANSCEIVER COMPLETE COVERING 2 TO 10 MEGAHERTZ.
5. IMPORTANT WE RECEIVE STOCKPILE OF SPARES IF POSSIBLE BUT HAVE NO NEED OF UNDERCARRIAGE OR SPECIAL FIT (E.G. PYROTECHNIC AND/OR MILITARY USE). ESSENTIAL REQUIREMENT THEREFORE FOR HIGH USAGE ITEMS EXCEPT UNDERCARRIAGE AND SPECIAL FIT.

(Cont'd.p.2) ...

DRAFT TEL FCO (Cont'd)

6. PLEASE SUPPLY REFERENCE RELATING ARMY MODS CB142 AND CB166 TO DH CANADA MODIFICATIONS. IF MODS POST-1960 PLS ALSO SUPPLY BRIEF DETAILS OF MODS FOLLOWED BY LEAFLET BY AIRMAIL.
7. <sup>FIG</sup> AIR SERVICING BASED ON 800 HOURS CYCLE PLEASE THEREFORE SEND BY AIRMAIL SERVICE DOCUMENTS INSPECTION SCHEDULES AND SERVICING CYCLE FOR ARMY USE.
8. BEAVERS WILL OF COURSE BE FITTED HERE WITH FLOATS WHICH FIG MUST PROCURE SEPARATELY. GRATEFUL ADVISE WHETHER ANY AVAILABLE WITH M.O.D. SPECIFICATION \*\*  
~~WILL FOLLOW SEPARATELY.~~
9. PLEASE ASK CAMPBELL GIVE DETAILS OF THE WORK HE CONSIDERS <sup>ESSENTIAL</sup> ~~TO BE REQUIRED~~ TO MAKE AIRCRAFT READY FOR PASSENGERS.

\*\* EDC MODEL 58/4580.  
MANUFACTURERS: BRISTOL  
AEROSPACE CO.

FRENCH

27 August 76.

m.

Replacement of file  
184/4 AIR/1/3

RESTRICTED

C.S.  
103

IMMEDIATE



262050Z  
RESTRICTED

IMMEDIATE FCO

555

26/8/76

102

Your telno 395: BEAVERS

1. Given our limited ~~finances~~ <sup>fund</sup>, we had hoped for a price of the order of about pounds sterling twenty three thousand per aircraft as lying, without spares. Our technicians are drawing up a list of spares which will be telegraphed soon.

2. I hereby authorise Campbell to negotiate on behalf of the Falkland Islands Government. It should greatly assist him if either of the two RAF Chief Technicians who served here with FIGAS last year could join him in inspecting the aircraft. They are Douglas Fowler, believed to be at Brize Norton, and Roy Barker, also perhas at ~~Brize Norton~~ <sup>SAME STATION</sup>.

RESTRICTED

/3.

3. We should like one aircraft selected for *HIGH* priority de-cocooning and urgent preparation for shipment to the Falklands. Selection of XP816 or 818 for this purpose is probably best left to Campbell and expert advice on the spot. *THE OTHER COULD FOLLOW AT A MORE MEASURED PACE*

4. We shall telex a ~~firm~~ order and conclude an agreement with Kenworthy, as proposed, on receipt of firm recommendations from Campbell, *telegraphed* through you

FRENCH

NNNN

RESTRICTED

C.S.  
102

INWARD TELEGRAM  
CYPHER CAT A  
FM FCO 261725Z

RESTRICTED

To IMMEDIATE Port Stanley telno 395 of 26 Aug 76

Your tel 548: BEAVERS

1. We have discussed purchase of Beavers with Kenworthy in Harrogate. MOD have difficulty in establishing a sale price as they are normally obliged to sell civil aircraft by competitive tender. FCO representations have achieved agreement to bye-pass this procedure. MOD have not sold a Beaver before, and therefore have no yardstick for a price. They must therefore negotiate a fair price which also satisfies their audit. Kenworthy has said that he expects something in the region of pounds sterling 25,000 per aircraft as lying and without spares. This is an estimate and must not be taken as a firm offer. He cannot quote for spares until a list of what is required has been provided.

2. In view of need for speed, Kenworthy is prepared to negotiate immediately with an FIG representative, by telephone if necessary. He will accept telex from you concluding any agreement reached and release Beavers for de-cocooning in advance of receiving payment. Do you wish to authorise Campbell to negotiate? Kenworthy is on leave next week and he is the king-pin in these negotiations.

3. We will telegraph further about de-cocooning timescale after seeing Campbell tomorrow.

CROSLAND  
NNNN

cc: C.S.

RESTRICTED

B/U Replacement of file pl.

104

INWARD TELEGRAM

RR PORT STANLEY

GR 160

EN CLAIR

FM FCC 261246Z

UNCLASSIFIED

To ROUTINE Port Stanley telno 392 of 26 Aug.

Following from I T Campbell. BEAVERS

Beaver aircraft XP816 and 818 at present in storage  
RAF St Athans.

XP818 Serial No 1497

Total airframe hours - 3992.45

Last major 1902.55 on 22 March 1966 Next major due 4304 hrs

Engine 206 hrs run out of 1200 life. Due in 311 hrs 22.3.76

XP816 Serial No 1476

Total airframe hours - 3935.10

Last major 1602.35 on 10.6.65 Next major due 4002.35

Engine 466 hrs runout of 1200 life. Due in 67.25mins

Both radios and batteries have been removed and no modifications have been done since the aircraft were put in storage in December 1970. Essential MODS numbers CB142 and CB166 not done on either aircraft. Engines de-inhibited run and re-inhibited December 1975. Both are upper air intake engines fitted with inertia hand/battery starters, SB9 RW3 Magnetos and cabin heat exhaust muffs. Both aircraft are close to major overhaul and although both appear in good condition a considerable amount of work is needed before being suitable for passenger carrying.

INWARD TELEGRAM  
RR PORT STANLEY  
OR 160  
EN CLAIR  
FM POC 261246Z

## UNCLASSIFIED

To ROUTINE Port Stanley telno 392 of 26 Aug.

Following from I T Campbell. BEAVERS

Beaver aircraft XP816 and 818 at present in storage  
RAF St Athans.

XP818 Serial No 1497

Total airframe hours - 3992.45

Last major 1902.55 on 22 March 1966 Next major due 4904 hrs  
Engine 208 hrs run out of 1200 life. Due in 311 hrs 22.3.76

XP816 Serial No 1476

Total airframe hours - 3935.10

Last major 1602.35 on 10.6.65 Next major due 4002.35  
Engine 466 hrs runout of 1200 life. Due in 67.25mins

Both radios and batteries have been removed and no  
modifications have been done since the aircraft were put in  
storage in December 1970. Essential RQDS numbers CB142 and  
CB166 not done on either aircraft. Engines de-inhibited  
run and re-inhibited December 1975. Both are upper air  
intake engines fitted with inertia hand/battery starters,  
SB9 HJ3 Magnetos and cabin heat exhaust mufflers. Both  
aircraft are close to major overhaul and although both  
appear in good condition a considerable amount of work is  
needed before being suitable for passenger carrying.

File No. Copy on GH file 184/4 OUTWARD  
 Department ..... TELEGRAM  
 Drafted by .....  
 (Block Capitals) .....  
 Tel. Extn.....

Security Classification
UNCLASSIFIED
Precedence
PRIORITY
DESKBY .....Z

FOR COMMS. DEPT. USE

Despatched (Date) 003/27 280  
 (Time) 2.006 Z POSTBY .....Z

PREAMBLE

(Time of Origin) 271905Z Z(G.M.T.) (Restrictive Prefix).....  
 (Security Class.) UNCLASSIFIED (Caveat/Privacy Marking).....  
 (Codeword) ..... (Deskby).....Z

TO PRIORITY FCO (precedence) (post) Tel. No. 558 of 27/8

AND TO (precedence/post).....  
 AND SAVING TO.....  
 REPEATED TO (for info).....  
 SAVING TO (for info).....

Distribution:-

[TEXT]

<sup>103</sup>  
 My telno 555: BEAVER AIRCRAFT

1. XP818, Serial 1497, seems ~~best~~ <sup>BETTER</sup> prospect. Shipment might be arranged by BAS or RN ship in early November. This aircraft would be acceptable <sup>FOR DELIVERY</sup> before, repeat before, major overhaul is performed.

2. Preferable that major overhaul on XP816, Serial 1476, should be carried out before, repeat before, shipment.

3. Essential that both aircraft be fitted with radio transceiver with complete coverage 2 to 10 Megaherz.

4. Comprehensive stockpile of spares required but we do not, repeat not, require undercarriage or special fit (e.g.

Copies to:-



(e.g. pyrotechnic and/or military use). Essentials are high usage items except, repeat except, undercarriage and special fit.

5. Please telegraph reference relating Army MODs CB142 and CB166 to De Havilland <sup>(CANADA)</sup> modifications. If MODs are post-1960 please also give brief details of MODs and amplify by airmail.

<sup>F.I.</sup>  
6. ~~Falkland Islands~~ Government air servicing is based on 800 hours cycle. Please therefore airmail service documents covering inspection schedules and servicing cycle for Army use.

<sup>TWO</sup>  
7. The ~~2~~ Beavers will be fitted here with floats which F I Govt must procure separately. Please advise whether suitable floats are available from MOD. Specification is EDO Model 58/4580. Manufacturers Bristol Aerospace Co.

8. Please ask Campbell to telegraph summary of work he considers essential to prepare aircraft for passenger-carrying, and expand by airmail.

FRENCH

NNNN

*Handwritten signature and date:*  
27/8

NOTHING TO BE WRITTEN IN THIS MARGIN

RESTRICTED

C.S. (106)

(original on G.H. file 184/4)

INWARD TELEGRAM  
CYPHER CAT A  
FM FCO 271749Z

RESTRICTED

To IMMEDIATE Port Stanley telno 396 of 17 August 1976.

Your telno 555: BEAVERS <sup>103.</sup>

1. Kenworthy has now confirmed that the lowest acceptable price for the MOD Beavers is pounds sterling 23,000 each as they stand, i.e. without de-cocooning, modification, spares, testing, crating and shipping. Neither we nor Campbell can assess accurately these ancillary charges, but a sensible guess is pounds sterling 7000 to pounds sterling 10,000 per aircraft.
2. Position is complicated by:
  - a. Kenworthy's absence for the whole of next week. There is nobody who can negotiate on his behalf.
  - b. Campbell's departure from here on Monday 6 September.
  - c. Transport of Beavers to the Islands. There is a possibility of them being shipped crated in Endurance, but in order to meet loading dates, all formalities essential modifications not feasible in the Islands, dismantling and crating would have to be completed by first week October.
3. Despite this somewhat gloomy situation, Campbell will carry out further inspection of aircraft next week. He will be accompanied by Luke (still serving in RAF) who did a tour in the Islands, and of whom Campbell has a high opinion.
4. In the meantime we have had tentative discussions with Griffiths of Air Associates Ltd (Aviation Consultants) of 40 St Peter's Road, London W6, Telex 935889. They have two fully equipped standard wheel Beavers (1233 and 1098), both with zero time since major overhaul, lying Ottawa. VHF/ADF/IF radios. The delivered price (they /would

RESTRICTED

would be flown down) to Port Stanley is dollars Canadian 136,000 (one hundred and thirty six thousand) for the pair: equivalent to approximately pounds sterling 39 thousand each. Campbell says floats available in Stanley and can be fitted there. Delivery 2 - 3 weeks after purchase.

5. Grateful comment by 310900. Campbell has spent the day with us and has been most helpful.

CROSLAND

NNNN

cc: Chief Secretary.

File No. Copy on G.H. file 184/4  
Department ..... OUTWARD  
Drafted by ..... TELEGRAM  
(Block Capitals) .....  
Tel. Extn. ....

Security Classification
RESTRICTED
Precedence
IMMEDIATE
DESKBY .....Z

FOR COMMS. DEPT. USE	Despatched (Date) <u>30/8</u> (Time) <u>1940</u> Z	POSTBY .....Z
----------------------	---	---------------

PREAMBLE

(Time of Origin) ... 301600Z ..... Z(G.M.T.) (Restrictive Prefix).....  
 (Security Class.) RESTRICTED (Caveat/Privacy Marking).....  
 (Codeword) ..... (Deskby).....Z

TO..... IMMEDIATE FCO ..... Tel. No. 561 of 30.8.76  
 (precedence) (post)

AND TO (precedence/post).....

AND SAVING TO.....

REPEATED TO (for info).....

SAVING TO (for info).....

Distribution:-

[TEXT]

Your tel 396: BEAVERS

1. Please telegraph following details of Beavers lying Ottawa (para 4 of t.u.r.):

- Usage. Number of previous owners, where used and environment;
- Whether fitted with upper air intake scoops;
- Total airframe and engine hours prior to overhaul;
- Who carried out overhaul;
- If overhaul was not carried out by DH independent valuation is desirable;
- Past periodicity of major overhauls and therefore servicing cycle;
- Will vendor accept Alpha-Lima in part exchange? Alpha-Lima could be shipped CKD.

Copies to:-

- h. Would long range tanks necessary for ferry  
would be paid by vendor?
  - i. FIG has available three sets of floats.  
Fourth set and associated fittings would be  
essential.
2. Respective costs of the two possible trans-  
actions seem nicely balanced. Final decision will  
probably pivot on nature and extent of previous use.

FRENCH

NNNN

NOTHING TO BE WRITTEN IN THIS MARGIN

184/4

UNCLASSIFIED

IMMEDIATE

108

311539Z

UNCLASSIFIED

IMMEDIATE FCC

563

31/8



My telno 561 and subsequent telecon: BEAVERS

1. Please confirm Ottawa aircraft were manufactured  
by D H Canada.

FRENCH

NINE

*Lyda*

*50 59*

109  
~~4~~

184/4

214 GOVERNOR FK  
263564 PRDRNE G

FOFI 005/26

RR PORT STANLEY

GPS 45

EN CLAIR

FM FCO 261635Z

UNCLASSIFIED  
TO ROUTINE PORT STANLEY TELEGRAM NO 393 OF 26 AUGUST.

YOUR TELS 548 AND 549: FIGAS.

1. CAMPBELL IS CALLING TOMORROW TO BRIEF US ON THE LATEST SITUATION. WE WILL TELEGRAPH DETAILS. CAMPBELL LEAVES UK FOR THE ISLANDS ON 6 SEPTEMBER.

CROSLAND

NNNN

SENT AT 262229Z JB

214 GOVERNOR FK  
263564 PRDRNE G



*C.S.*  
*This is tight timing but provided his connections go well he should be here on 9<sup>th</sup> September?*

*of LeVigne will remain until of Campbell is actually here? The latter could conceivably be delayed until 16/9 if he makes a connection*

*27/8*

AIR/113.

110

211 CWADMIN FK  
211 CWADMIN FK  
265286 PRDRME G  
TKU

PLEASE PASS FOLLOWING TELEGRAM TO GOVERNOR PORT STANLEY FALKLAND ISB  
FOFI 001/31 AUG

CG PORT STANLEY  
GRS 27C  
EN CLAIR  
FM FOO 311655Z

*C.S.*  
*no spots. for input*  
*F.S.*  
*20 comments on finances*  
*NR*  
*31/8*

UNCLASSIFIED  
TO IMMEDIATE PORT STANLEY TELEGRAM NO. 397 OF 31 AUGUST.

YOUR TEL 561: <sup>107.</sup> BEAVERS. FOLLOWING ARE ANSWERS TO QUESTIONS:

1. (A) UNITED STATES ARMY, USA AND GERMANY (NON SALINE ENVIRONMENT AND NEVER ON FLOATS).
  - (B) YES.
  - (C) 1233 - TOTAL AIRCRAFT TIME: 4092 HOURS, ENGINE TIME UNKNOWN. 1098 - TOTAL AIRCRAFT TIME: 5190 HOURS ENGINE TIME UNKNOWN. BOTH AIRCRAFT OVERHAULED TO FACTORY SPECIFICATIONS.
  - (D) OVERHAUL FACILITY: EM AVIATION LTD (MINISTRY OF TRANSPORT APPROVED). ENGINE OVERHAUL: ALLIANCE AVIATION LTD (MINISTRY OF TRANSPORT APPROVED).
  - (E) BOTH COMPANIES NOMINATED BY DE HAVILLAND CANADA CAN INDEPENDENT EVALUATION IS NOT THEREFORE CONSIDERED NECESSARY BY AIR ASSOCIATES OR CAMPBELL: BUT ONE COULD PROBABLY BE ARRANGED IF YOU WISH.
  - (F) MAINTAINED TO MILITARY OVERHAUL CYCLE. FULL INFORMATION FOLLOWS.
  - (G) NOT CONSIDERED A PRACTICAL PROPOSITION. AIR ASSOCIATES WOULD ENDEAVOUR TO DISPOSE OF AIRCRAFT ON RECEIPT OF PHOTOGRAPHS AND A FULL REPORT FROM THE SUPERINTENDANT OF CIVIL AVIATION.
  - (H) WING TIP TANKS ALREADY INSTALLED AND INCLUDED IN PURCHASE PRICE. CABIN TANKS INCLUDED IN FERRY PRICE.
2. EDC 4930 FLOATS AND FITTINGS ARE US DOLLARS 30,500 NEW. AIR ASSOCIATES WILL SHOP AROUND FOR A SECOND HAND SET IF YOU SO WISH.
3. AIRCRAFT WOULD BE READY FOR DELIVERY AS SOON AS THE COLOUR SCHEME WAS DECIDED AND THE FREQUENCIES FOR THE H F RADIO SET NOTIFIED. THIS WORK WOULD TAKE 2 - 3 WEEKS AND AIRCRAFT DELIVERED IMMEDIATELY THEREAFTER.

CROSLAND

NNNN

211 CWADMIN FK

SENT AT 311842Z AW

WELL RCD PSE ?



RESTRICTED

IMMEDIATE

E.S.  
Uc011335Z  
RESTRICTED

IMMEDIATE FCO

566

1/9

Your telno 397: BEAVERS

1. The <sup>helpful</sup> information in t.u.r. establishes that Air Associates' offer is overwhelmingly superior to MOD's. We should like therefore to place a firm order very soon ~~with Air Associates~~, probably for the two, repeat two, aircraft lying at Ottawa, aimed at securing their delivery here by early October.
2. But after consultation with officials I have identified a number of procedural and financial hurdles which will have to be cleared before we can go firm. These are:-

/a.

RESTRICTED

- a. Although the 1973-1978 Development Plan contains provision for £60,000 from UK aid for replacement aircraft, this sum is now unrealistic. Moreover, the Plan envisaged purchase of B N Islanders but the price of a single aircraft (still unproven on floats) is well over £150,000;
- b. The 1976/77 estimates do not include an expenditure item for replacement aircraft. I have looked at the scope for rephasing the current year's development expenditure, but, even after major adjustment, mostly disruptive in effect, the total diversion would be ~~ONLY~~ <sup>SOME</sup> about £44,000;
- c. A new head must therefore be created in the estimates, and to comply with Colonial Regulation No ~~232~~<sup>223</sup>(2) this requires the prior approval of the legislature and the Secretary of State (although there is provision "in the public interest" for the Governor to sanction the expenditure on his own responsibility and obtain approval subsequently);
3. I therefore propose to proceed as follows:
- a. call an ad hoc meeting of Standing Finance Committee today. Unfortunately the three Camp members will be absent, since we cannot fly them in, but there will be a quorum;

- b. ask SFC to create a new head and item and vote a sum of money, not exceeding £100,000 for two Beaver aircraft plus one set of floats (approximate cost £15,000); <sup>AN EXTENSION TO THE HANGAR, PROBABLY PRE-FABRICATED,</sup> WILL ALSO BE REQUIRED
- c. recommend that HMG make available a soft loan (or grant) to match the amount actually expended by the Colony, which is estimated at about £50,000;
- d. rather than offset this new item by savings on other current development projects, it should be funded by drawing on Government's reserves.

4. ~~Grateful if you could consider these proposals urgently and telegraph whether you think the course of action proposed above is realistic and can be speeded up~~ Since the sum involved exceeds £2,000, the special warrant will require the Secretary of State's sanction.

5. Grateful if you could consider these proposals urgently and telegraph whether you think the course of action proposed above is realistic and can be speeded up <sup>TO MEET OUR PRESSING NEEDS AND</sup> to enable us to place a firm order for the two aircraft. Clearly a quick decision on the soft loan (or grant) is vital. I WILL TELEGRAPH S.F.C.'S DECISION.

FRENCH

NNNN

cc: Chief Secretary

RESTRICTED

184/4

UNCLASSIFIED

IMMEDIATE

C.S.

112

012050Z

UNCLASSIFIED

IMMEDIATE FCO

569

1.9.76

My telno 566: BEAVERS

1. SFC today voted to create a new head for expenditure not exceeding £100,000 (para 2(b) of tur refers).
2. Please correct price quoted in para 2(a) of tur to read dollars, repeat dollars, one hundred and fifty thousand exclusive of floats.

FRENCH

NNNN

cc: Chief Secretary

CONFIDENTIAL

2.

5. Government had to make a quick decision and we put PCO on notice that although the 1973/78 Development Plan contained provision of £60,000 from U.K. Aid for replacement aircraft, no provision had been made in this year's Estimates, and that it would be difficult to re-phase or adjust this year's development expenditure without causing major disruption. We saw the only solution as to create a new head in the Estimates, which, to comply with Col. Regs., must (except in special cases) have the prior approval of the Legislature and the Secretary of State.

6. We called an ad hoc meeting of SFC yesterday which unfortunately you were prevented from attending. Committee approved the creation of a new head and item for a sum not exceeding £100,000 for two Heaver aircraft plus one set of floats.

7. The extra floats are considered absolutely essential by Captain J Kerr.

8. SFC endorsed the official recommendation that a proposal should be made to Her Majesty's Government that PCO would hope that the actual cost of the replacement aircraft could be shared between this Government and IAG, and that IAG's contribution would be a grant or soft loan. Accordingly this decision was communicated to PCO and their agreement is now awaited.

9. It is a matter of great regret that we could not consult with you for this decision, but members believed we had to seize our responsibility and make a decision in the belief that you too would have come to the same decision.

10. Members present made the point that absent members should be informed of this decision by the quickest possible means. Unfortunately I have had another emergency this morning but nevertheless I am getting this away to you by the quickest possible means.

A. J. P. Monk  
Chief Secretary.

11.

CONFIDENTIAL

CONFIDENTIAL

113

AIR/1/3

Chief Secretary's Office  
Stanley  
Falkland Islands

2nd September 1976

The Hon L G Blakq, JP  
Bill Cove

The Hon A B Monk, JP  
San Carlos

The Hon A B Hadden, BSM  
Goose Green

cc. His Excellency the Governor

REPLACEMENT AIRCRAFT

in AIR/7/3C

You will probably have deduced from my letter of 24 August<sup>j</sup> and subsequent announcements that Government has had to accelerate its examination of the question of replacement aircraft. There has been a great deal of consultation between the Governor, myself, Captain Kerr, FCO, Captain Campbell in London, the mechanics and consultants in London.

2. As you know we were originally attracted to the idea of purchasing ex-Army Beavers from the Ministry of Defence and had in fact been in correspondence with the Ministry for many months about this. Almost coincidentally with Alpha-Lima's accident, we received advice from MOD that they would release two aircraft to us, and we hoped that the price might be reasonable. In fact the first price quoted was £25,000 each "as they lay". Ian Campbell went and saw them. He advised purchase but said Government might incur open-ended commitment for freight, servicing and conversion charges for, although the aircraft had been cocooned for some years, they were both close to overhaul and needed conversion to passenger-carrying. They would also, of course, have to be put on floats.

3. Campbell notified us that he had been in touch, through FCO, with a firm, Air Associates Ltd., who could offer two fully-equipped standard wheel Beavers with zero time laying at Ottawa, equipped with VHF and HF radios. The delivered price (flown to Stanley) was 136,000 Canadian dollars for the two, i.e. about £78,000.

4. Campbell recommended we purchase these instead of the Ministry of Defence ones and, after consultation here and in London, it was unanimously agreed that the second offer was the better buy and, despite the apparently high price, probably in fact offered the best bargain.

./.

CONFIDENTIAL

**GOVERNMENT TELEGRAPH SERVICE****FALKLAND ISLANDS****SENT**

Number	Office of Origin	Words	Handed In at	Date
--------	------------------	-------	--------------	------

<b>To</b>	HON L G BLAKE (DARWIN)			
	HON A B MONK "			
	HON A B HADDEN "		(Phoned through to R/T 1600 hrs)	

SFC MET IN SPECIAL SESSION YESTERDAY. MEETING WAS URGENT AND ESSENTIAL AND DEALT WITH SUBJECT TO BE REFERRED TO IN SECOND PART OF GOVERNOR'S ANNOUNCEMENT THIS EVENING .

MOST UNFORTUNATE YOU COULD NOT BE PRESENT BUT AM CONFIDENT YOU WOULD HAVE TAKEN SAME DECISION. LETTER FOLLOWS BY QUICKEST AVAILABLE MEANS.

CHIEFSEC

113

2 September 1976.

Time


AR/1/3

His Excellency the Governor.

*✓* *AR* 2/9

To prevent any crossed wires with Camp Councillors and to put them on notice about the announcement tonight, Y.E. may consider that tel at centre should issue.

2. Blake rang me at lunch-time from Darwin. So far as I was able over an open line I reassured him that the medical matter was being dealt with urgently and told him that SFC had met yesterday but did not disclose the nature of the discussion.



C.S.

2 September 1976.

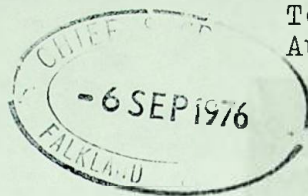
*CS*  
*As Proposed* *Acad.*

*AR* 2/9



# NOVAIRLEASE

Toronto, Canada,  
August 18, 1976



(117)  
~~28~~

Director of Civil Aviation,  
Falkland Islands.

Dear Sir;

Agents In;

Reference is made to our Telex message concerning the availability of aircraft for service in your area. (95)

Edmonton

This Company provides aircraft on a lease or lease-purchase basis to airlines, governments, construction and exploration companies etc. Our associate Company, Vega Aviation provides flight crews and other personnel on long term contract or on an interim training basis.

Halifax

Two of our pilots, messrs Peter Kirwan and Robert Pettus have flown in your area, the former as a Royal Navy pilot and the latter as a PBY pilot with Kenting Aviation on an Antarctic operation. We learn from them that your archipelago is ideally suited for PBY operations or for land-based service using a DHC Twin Otter fitted with oversize wheels and tyres.

La Paz

We can supply either of these types along with crews on short or long term on lease or otherwise. If your regulations prohibit the carriage of passengers in two engine aircraft between the Falklands and Montevideo we can secure a converted PBY with four engines if the traffic would support such an investment. If heavier traffic is anticipated due to the tourist or possibly oil exploration industry consideration should be given to the use of a twenty-seven passenger amphibious flying boat powered by four turbo-prop engines. We are currently studying this aircraft which is already flying and we hope to have operational and economic statistics very soon.

Miami

Zurich

It would be appreciated if you would forward as much information as possible concerning aviation requirements in your area and any advice or comments you may have to offer. In particular, could you tell us whether you are permitted to land in or overfly Argentinian territory and whether it may be possible to secure landing rights in the interior of Uruguay with a flying boat in order to make a Falkland-based operation economically viable?

Looking forward to hearing from you, we are

Yours sincerely,  
Nova Leasing Co. Ltd.

per

*J F Reed*  
J F Reed

*Replies at 120*



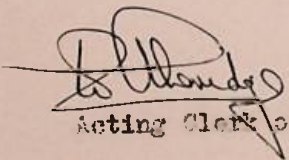
EXTRACT FROM THE MINUTES OF EXECUTIVE COUNCIL MEETING NO. 9/76  
HELD ON WEDNESDAY 25TH AUGUST 1976.

AIR/1/3

9/76

7. Replacement of F.I.G.A.S. Aircraft

- 7. 1. During the meeting a telegraphed report was received from Captain Campbell who had viewed the two Beaver aircraft offered by the Ministry of Defence. This was a technical report on the condition of the aircraft which had been stored since 1970 and would be assessed by the Superintendent of Civil Aviation and his engineering staff.
- 7. 2. Council advised that urgent action should be taken to obtain the detailed specification and offer from the Ministry of Defence with a view to securing shipment of at least one of the aircraft before the end of the year.
- 7. 3. Council expressed its continuing interest in the float version of the Islander aircraft being developed by Britten-Norman, as a potential long term replacement for the Beavers, and directed the Administration to keep a close watch on developments.



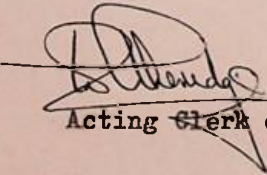
Acting Clerk of Councils:

AIR/1/3

10/76

3. Replacement of F.I.G.A.S. Aircraft

3. 1. Council was told that Government now had an option on and proposed purchasing two completely overhauled Beaver aircraft presently lying at Ottawa. This decision followed consultations with the FCO and Capt. Campbell, who had advised against the two aircraft offered by the Ministry of Defence.
3. 2. Standing Finance Committee considered the provision of the necessary funds amounting to almost £100,000 and it was proposed to provide half from local sources and to apply to Her Majesty's Government for the other half either as a direct grant or as a soft loan. An application had already gone forward.

  
Acting Clerk of Councils:

10 September 1976

J F Reed Esq  
Novairlease  
Nova Leasing Co. Ltd  
P O Box 210  
Toronto A.M.F.  
Canada.

Dear Sir,

I am replying to your letter of 18 August 1976<sup>117</sup> addressed to the Director of Civil Aviation. Thank you for your interest in the operation of our air service, and I am pleased to note the facilities that you can offer.

2. You should know that Government proposes to continue to operate its own air service in the foreseeable future although it will of course consider any offer which can guarantee as equally effective a service as Government now provides, at no extra cost.

3. Government would be very interested in a project submitted on behalf of a private firm which met this criteria but you will appreciate that if this involves the deployment of public funds we should require a fully worked-up feasibility study which the client would be expected to prepare; although it is possible that assistance, technical and possibly otherwise, might also be forthcoming from the United Kingdom Ministry of Overseas Development. The Ministry would in any event require to preserve its right to engage its own consultants to test the feasibility of the project if British funds were involved.

4. As regards the question you pose concerning international flying, these matters are still unresolved although they are being studied.

./.

2.

5. In short, before Government can give serious consideration to a project of this nature therefore, it should have to have very much more detailed information from you as to your intentions and projected costs.

Yours faithfully,

A J P Monk  
Chief Secretary

in.

DRAFT TEL

TO PRIORITY FCO

From Port Stanley

Tel No. of

REPLACEMENT AIRCRAFT.

1. Please ask Air Associates to ensure that aircraft are accompanied by ventral fin finished in Stearman Vermilion Part Number C2UF2557A, quantity: 2 and strip ceiling Part Number C2UF253ND, quantity: 24 feet plus bolt Part Number C2UT345, quantity: 2.

2. Please also advise type of starter motor fitted.

3. Please also confirm seating arrangements. Our ideal requirements are for co-pilot/passenger seat plus bench centre seat plus rear hammock, total 7.

4. As regards EDO floats we hold EDO type 58-4580 floats and it is desirable we remain with this type if possible to make best use of our stock of spares.

5. If type 58-4580 floats not available please

confirm EDO type 4930 floats are compatible  
with type 58-4580. If they are not compatible  
please state difference between types and  
advise extent of interchange of components.  
We believe EDO floats type 58-5580 became  
obsolescent 1966 therefore we are not anxious  
to purchase second hand floats of this type.

FRENCH

13 September 1976.  
File Ref: AIR/1/3

FOFI 002/06

PP PORT STANLEY  
GPS 160A  
CYPHER CAT A  
FM ODM LONDON 061520Z

RESTRICTED

TO PRIORITY PORT STANLEY MODEV 076 OF 6 SEPT

YOUR TEL NO 566

BEAVERS

1. WAIVER HAS NOW BEEN GRANTED BY DOT AND TREASURY CLEARANCE HAS BEEN OBTAINED FOR YOU TO PURCHASE THE TWO BEAVERS AT PRESENT IN OTTAWA ON CLEAR UNDERSTANDING THAT THEY HAVE BEEN INSPECTED AND FOUND SUITABLE IN EVERY WAY. WE GATHER THAT THIS HAS ALREADY BEEN CONFIRMED BY ISSUE OF CERTIFICATES OF AIRWORTHINESS .
2. YOUR PARA 3C. WE NOTE YOU ARE PREPARED TO PAY FIFTY PER CENT (APPROXIMATELY £50,000) OF COST WE ARE PREPARED TO OFFSET REMAINING FIFTY PER CENT AGAINST LOAN ON VARIANT 1 TERMS.
3. THIS DECISION IS TO MEET CURRENT DIFFICULTIES AND IS QUITE OUTSIDE RECOMMENDATIONS OF SHACKLETON REPORT ON WHICH NO DECISION HAVE YET BEEN REACHED. PARA 3 OF YOUR TELNO 556 REFERS.
4. GRATEFUL IF ALL TELEGRAMS CONCERNING AID BE COPIED TO ODM OR SENT IN MODEV SERIES.

MINISTRANT

NNNN

SENT AT 061927Z KRC  
RECD AT 061927 Z GML

122

40

184/4

32

|| ?



F0010/06

PP ODM

PP FCO

GR 200

CYPHER CAT A

FM PORT STANLEY 062035Z

RESTRICTED  
TO PRIORITY ODM MODEV 82 OF 6 SEPTEMBER  
AND TO PRIORITY FCO

YOUR MODEV <sup>76</sup> BEAVERS

1. THIS IS SPLENDID NEWS. CLEARLY WE HERE CANNOT PROVIDE A QUOTE CLEAR UNDERSTANDING THAT THE AIRCRAFT HAVE BEEN INSPECTED AND FOUND SUITABLE IN EVERY WAY UNQUOTE, AND CAN ONLY GO ALONG WITH YOUR ASSUMPTION THAT THE ISSUE OF CERTIFICATES OF AIR-WORTHINESS BY THE CANADIAN AUTHORITY WILL SUFFICE FOR COMPLIANCE WITH THIS CONDITION.
2. I ASSUME THAT THE FCO ARE STILL DEALING DIRECT WITH AIR ASSOCIATES. GRATEFUL IF THEY WOULD NOW MAKE FIRM BID ON OUR BEHALF AND TELEGRAPH WHETHER THIS SHOULD BE SUPPORTED BY A DIRECT TELEX MESSAGE BY US TO GRIFFITHS OF AIR ASSOCIATES, AS IMPLIED IN PARA 4 OF FCO'S TELNO 396 OF 27 AUGUST.
3. DETAILS OF LIVERY AND RADIO FREQUENCIES FOR TRANSMISSION TO AIR ASSOCIATES ARE:

LIVERY:

OVERALL: PAINTED STEARMAN VERMILION OR NEAREST EQUIVALENT. SPEED-LINES ON FUSELAGE AND ON FIN AND RUDDER IN BLACK. SPEED-LINE BORDERED BY THIN BLACK LINE - AS ON DE HAVILLAND BROCHURE DHC B 554, WHICH SHOWS TYPE OF SPEED-LINE ON BEAVER AIRCRAFT PHOTOGRAPH AT PAGE 3.

RADIO:

HF/VHF/ADF. HF CAPILITY TO ACCEPT CRYSTALS FOR FREQUENCIES IN 2 TO 10 MHZ RANGE. ESSENTIAL THAT RADIO AND POWER PACK ARE OF TYPE AND MAKE FOR WHICH SPARES ARE AND WILL CONTINUE TO BE AVAILABLE.

DOOR OPENING MARKS:

THESE SHOULD BE A DISTINGUISHING MARK ON THE OUTSIDE OF THE AIRCRAFT (ON THE DOORS) TO INDICATE THE DIRECTION OF OPENING.

REGISTRATION LETTERS (PARTICULARS TO FOLLOS):

20 INCHES HIGH ON THE UNDERSIDE OF PORT WING OUTBOARD OF THE WING STRUT. REGISTRATION LETTERS ALSO ON BOTH SIDES OF FIN (ON SPEED LINE).

FRENCH

NNNN

FOF1006/010

46

18c/4

OO PORT STANLEY

GR 50

EN CLAIR

FM F C O 101640Z

UNCLASSIFIED

TO IMMEDIATE PORT STANLEY TELNO 413 OF 10 SEPTEMBER

YOURTELS MODEV 82 AND 84: BEAVERS. (41 + 44)

1. ORDER PLACED ON YOUR BEHALF. PLEASE ASK CROWN AGENTS TO CONTACT AIR ASSOCIATES AND TAKE ON MECHANICS OF PAYMENTS, DELIVERY ETC. CONFIRMATORY TELEX FROM YOU TO AIR ASSOCIATES WOULD BE HELPFUL.
2. PLEASE ALSO TELEX REGISTRATION LETTERS IN DUE COURSE.
3. RADIO CRYSTALS CAN TAKE UP TO FOUR WEEKS TO OBTAIN. THIS IS THE MAXIMUM CONSTRAINT ON DELIVERY.

CROSLAND

NNNN

SEBT AT QPQOTPZ JM  
RECD AT 101950Z GML

*[Signature]*  
11/9

124

FIF0012/10

OO CROWN AGENTS

RR FCO

GRS 83A

EN CLAIR

FM PORT STANLEY 102125Z

UNCLASSIFIED

TO IMMEDIATE CROWN AGENTS TELNO U/N OF 10 SEPT  
INFO FCO

REFERENCE FCO TELNO 413 OF 7 SEPTEMBER TO ME.

1. PLEASE MAKE URGENT CONTACT WITH AIR ASSOCIATES LTD,  
(MR GRIFFITHS), 40 ST PETERS ROAD, LONDON W6, IN  
CONNECTION WITH THE FALKLAND ISLANDS GOVERNMENT'S ORDER  
FOR TWO BEAVER AIRCRAFT (1233 AND 1098) BOTH WITH ZERO  
TIME SINCE MAJOR OVERHAUL, LYING AT OTTAWA.

2. PLEASE ACT ON OUR BEHALF OVER PAYMENT, DELIVERY, ETC.  
WAIVER HAS BEEN OBTAINED TO ENABLE US TO PAY FOR THE  
AIRCRAFT IN CANADIAN DOLLARS.

3. PLEASE CONFIRM TELEGRAPHICALLY THAT ACTION IS BEING  
TAKEN ACCORDINGLY.

FRENCH

NNNN

SENT AT 10/2149ZGML

RECD AT 10/2149Z BCC

125

THAT SECOND ONE WAS OK BUT THE FIRST FULL OF HITS AND GARBLES  
PSE CAN YOU RERUN

FIF0011/10

OO AIR ASSOCIATES (TELEX NO 935889)

RR FCO

GRS 85A

EN CLAIR

FM PORT STANLEY 102120Z

UNCLASSIFIED

TO IMMEDIATE AIR ASSOCIATES TELNO U/N OF 10 SEPT  
INFO FCO

FOR THE ATTENTION OF MR GRIFFITHS

1. THIS IS TO CONFIRM ORDER PLACED BY THE FOREIGN AND  
COMMONWEALTH OFFICE ON BEHALF OF THE FALKLAND ISLANDS  
GOVERNMENT FOR TWO FULL EQUIPPED STANDARD WHEEL BEAVER  
AT ZERO TIME SINCE MAJOR

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE.  
IF YOU REQUIRE ANY INFORMATION ADDITIONAL TO THAT CONTAINED HEREIN PLEASE CONTACT THE  
OFFICE OF THE NATIONAL ARCHIVES AT COLLEGE PARK, MARYLAND 20740-6001

FOR MORE INFORMATION CONTACT THE NATIONAL ARCHIVES AT COLLEGE PARK, MARYLAND 20740-6001

FOR MORE INFORMATION CONTACT THE NATIONAL ARCHIVES AT COLLEGE PARK, MARYLAND 20740-6001

FOR MORE INFORMATION CONTACT THE NATIONAL ARCHIVES AT COLLEGE PARK, MARYLAND 20740-6001

125

THAT SECOND ONE WAS OK BUT THE FIRST FULL OF HITS AND GARBLES  
PSE CAN YOU RERUN

FIF0011/10

OO AIR ASSOCIATES (TELEX NO 935889)

RR FCO

GRS 85A

EN CLAIR

FM PORT STANLEY 102120Z

UNCLASSIFIED

TO IMMEDIATE AIR ASSOCIATES TELNO U/N OF 10 SEPT  
INFO FCO

FOR THE ATTENTION OF MR GRIFFITHS

1. THIS IS TO CONFIRM ORDER PLACED BY THE FOREIGN AND COMMONWEALTH OFFICE ON BEHALF OF THE FALKLAND ISLANDS GOVERNMENT FOR TWO FULL EQUIPPED STANDARD WHEEL BEAVER AIRCRAFT (1233 AND 1098) BOTH WITH ZERO TIME SINCE MAJOR OVERHAUL, LYING AT OTTAWA.
2. REGISTRATION LETTERS WILL BE TELEXED IN DUE COURSE. PLEASE TELEGRAPH IF YOU REQUIRE ANY INFORMATION ADDITIONAL TO THAT ALREADY SUPPLIED BY FCO.
3. PLEASE MAKE MAXIMUM EFFORT TO OBTAIN RADIO CRYSTALS AS SOON AS POSSIBLE.

FRENCH - GOVERNOR

NNNN

CCN WA TWO FULLY

SENT AT 102152ZGML

RECD AT10/2152Z AQIW MXLA

126

FIF0002/11

PP AIR ASSOCIATES (TELEX 935889)

GRS 50A

EN CLAIR

FM PORT STANLEY 111350Z

UNCLASSIFIED

TO PRIORITY AIR ASSOCIATES TELEGRAM U/N OF 11 SEPT

FOR MR GRIFFITHS

MY TELEX OF 10 SEPTEMBER REFERS.

PLEASE MAKE EARLY CONTACT WITH CROWN AGENTS WHO HAVE BEEN  
INSTRUCTED BY THIS GOVERNMENT TO TREAT WITH YOU OVER DETAILS OF  
ORDER FOR BEAVER AIRCRAFT INCLUDING PAYMENT, DELIVERY ETC.

FRENCH - GOVERNOR

NNNN

SENT AT 11/1451Z GML

RECD AT 11/1451Z JM

AIR/1/3

125

FIF0003/13

PP AIR ASSOCIATES

PP CROWN AGENTS

PP FCO

GR 25A

EN CLAIR

FM PORT STANLEY 131415Z

UNCLASSIFIED

TO PRIORITY AIR ASSOCIATES U/N OF 13 SEPTEMBER (TELEX NO 935389)  
AND TO PRIORITY CROWN AGENTS  
INFO PRIORITY FCO

REGISTRATION LETTERS FOR THE TWO BEAVERS ON ORDER ARE:

VP - FAT (REPEAT T FOR TANGO)

VP - FAV (REPEAT V FOR VICTOR)

FRENCH GOVERNOR

NNNN

SENT AT 13/1532Z AMP

RECD AT 13/1532Z MR

184/4

128

IN CLAIR

PRIORITY



142046

UNCLASSIFIED

PRIORITY CROWN AGENTS

U/N

14 September

For Beabey E3

BEAVER AIRCRAFT

1. Floats are required. See para 5 of my earlier tel of to-day. Please confirm that suitable floats can be procured in UK and will not have to be obtained from Canada. If available in UK we will explore possibility of shipping by Royal Research vessel.
2. Please treat this as most urgent since shipping opportunities are very scarce.

FRENCH

NNNN

Sent 142106Z

See

03 ✓





FIF0003/14

PP CROWN AGENTS

PP FCO

GRS 206A

EN CLAIR

FM PORT STANLEY 141350Z

UNCLASSIFIED

TO PRIORITY CROWN AGENTS TELNO U/N OF 14 SEPT  
INFO PRIORITY FCO

FOR BEABEY E3

BEAVER AIRCRAFT

1. PLEASE ASK AIR ASSOCIATES TO ENSURE THAT AIRCRAFT ARE ACCOMPANIED BY TWO (REPEAT TWO) VENTRAL FIN UNITS FINISHED IN STEARMAN VERMILION PART NUMBER C2UF2557A AND TWENTY FOUR (REPEAT 24) FEET OF STRIP CEILING PART NUMBER C2UF253ND, PLUS TWO (REPEAT TWO) BOLTS PART NUMBER C2UT345.
2. PLEASE ALSO ADVISE TYPE OF STARTER MOTOR FITTED.
3. PLEASE CONFIRM SEATING ARRANGEMENTS. OUR IDEAL REQUIREMENTS ARE FOR CO-PILOT/PASSENGER SEAT PLUS BENCH CENTRE SEAT PLUS REAR HAMMOCK, TOTAL SEVEN (REPEAT SEVEN).
4. WE HOLD EDO TYPE 58-4580 FLOATS AND IT IS DESIRABLE WE CONTINUE WITH THIS TYPE IF POSSIBLE TO MAKE BEST USE OF OUR STOCK OF SPARES.
5. IF TYPE 58-4580 FLOATS ARE NOT AVAILABLE PLEASE CONFIRM EDO TYPE 4930 FLOATS ARE COMPATIBLE WITH TYPE 58-4580. IF NEGATIVE PLEASE STATE DIFFERENCE BETWEEN TYPES AND ADVISE EXTENT OF INTERCHANGE OF COMPONENTS. WE BELIEVE EDO FLOATS TYPE 58-4580 BECAME OBSOLESCENT IN 1966 AND WOULD PREFER NOT, REPEAT NOT, TO PURCHASE SECOND HAND FLOATS OF THIS TYPE.
6. PLEASE ARRANGE FOR AIRCRAFT TO BE SUPPLIED WITH LIFEJACKETS AND EMERGENCY SURVIVAL PACKS AS THESE ARE ESSENTIAL, AND QUOTE FOR AVAILABILITY AND COST OF LIFERAFTS WHICH WE MAY REQUIRE.

FRENCH

NNNN  
SENT AT 14/1608Z GML  
RECD AT 14/1608Z EJH



C.S.

TERMS OF LOAN FINANCE PROVIDED BY HMG

1. When we were told recently that the Ministry of Overseas Development in London would make available a loan of up to £50,000 to match FIG's expenditure on the acquisition of two new Beaver aircraft, we did not understand what the term "Variant one" meant.

2. A telegraphic enquiry has today received a reply explaining that the terms of a Variant One loan are soft, and details are:-

- a. no (repeat no) interest is charged on the loan;
- b. the loan matures over 25 years;
- c. there is a grace period of 7 years;
- d. the "grant element" is 76.6%.

3. With effect from 1 April 1973 there was a change from grant to Variant one loan terms which was applied to all non-grant aided dependent territories, including of course the Falkland Islands.

4. Would you please arrange for this to be mentioned at Exco, when we might also consider whether the public should be informed of the details. Clearly the terms are so favourable as to amount virtually to a grant.

5. ODM have telegraphed that a Draft Loan Agreement should be on its way to us soon.

A handwritten signature in red ink, appearing to be "N A I French".

N A I French

14 September 1976

C.S.

NEW BEAVER AIRCRAFT

1. We have today received a telegram from Crown Agents asking for the "exact crystal frequencies for HF set". Would you please discuss with the technicians to elicit whether we can readily supply the "exact frequencies" - or if in fact the information already given to the Crown Agents should be sufficient, i.e. "crystals for frequencies in 2 to 10 Mhz range"?

2. If we cannot give Crown Agents this information at once, you may consider that, rather than hold up the transaction, we should indent separately for the HF crystals and have them airmailed out to be fitted locally.



A handwritten signature in red ink, appearing to be "N A I French".

N A I French

14 Setpember 1976

See Tel at 140

AIR 1/13 (131)

OK BYE



214 GOVERNOR FK  
PRINTERGRAMS

~~0000~~ PP  
ZCZCPUM ATS643 LHE717 SLH051  
FKLY HZ GBLH 018  
LONDONLH 18 15 1630

*C.S.*  
How will we  
get the floods  
down from Canada?

LTF  
GOVERNOR  
PORTSTANLEY

CONFIRM FLOATS NOT AVAILABLE IN UK WILL  
ADVISE ON TYPE OF FLOAT LATER  
BEABY CROWN

Sea transport could  
take many months  
(via the U.K.)

COL LTF

*16/9*

NNNN

*See (133)*

~~18/9~~ 18/9 30 or Replacement of file. (132)

Col. Tech. Tom Bridges has produced attached for me.  
We have put down a request for life jackets &  
survival kits. Believe it would confuse the issue  
to buy and spell out further details now and that  
we should wait Capt Campbell, OCRM, Capt Ellis &  
SAC to want to make a definitive list?

5/16/9

CS  
Fine - many standards

Please proceed as proposed.

" On a different aspect, Alex  
spoke soon about the  
acquisition of an extra  
hangar which ideally should  
(looking ahead) be big  
enough to take an Blender,  
not just an extra Beeve.

20/9

See also  
AIR/13/2  
re Hangar  
4.





133

File No. AIR/1/3

Department  
Drafted by  
(Block Capitals)

OUTWARD  
TELEGRAM

Security Classification UNCLASSIFIED
Precedence PRIORITY
DESKBY .....Z

Tel. Extn.....

FOR  
COMMS. DEPT.  
USE

Despatched (Date) .....  
(Time) .....Z

POSTBY.....Z

PREAMBLE

(Time of Origin) 212100Z .....Z(G.M.T.)

(Restrictive Prefix) J02  
(Caveat/  
Privacy Marking)

(Security Class.) UNCLASSIFIED

(Codeword)

(Deskby).....Z

TO. PRIORITY Crown Agents  
(precedence) (post)

Tel. No. U/N of 22 SEPT

AND TO (precedence/post) ROUTINE FCO

AND SAVING TO

REPEATED TO (for info)

SAVING TO (for info)

Distribution:-

[TEXT]

For Beaby E3

131

Your tel 15 September:

BEAVER AIRCRAFT FLOATS

1. If suitable floats are only obtainable from Canada please consider whether they could be shipped urgently to Montevideo for loading on Royal Research Vessel "John Biscoe" due in Montevideo in mid October. Alternatively, you may find it useful to contact the Falklands agent for EDO floats who is Mr R Pitaluga at 4 Helder Grove, Lee, London SE12 ORD, telephone number 01 851 0273. Please put him on notice of our requirements and at your discretion enlist his help.

Copies to:-

Handwritten signature and scribbles in red ink.

FRENCH

NNNN



ZCZC P20  
ATS743 LHD938 SLH075  
FKLY HZ GBLH 043  
LONDONLH 43 22 1656

LTF  
GOVERNOR  
PORTSTANLEY

REQUIRE NAME OF REGISTERED OWNER OF BEAVER AIRCRAFT  
FERRY PERMIT REQUIRED AM ENQUIRING OF BRITISH CIVIL AVIATION  
AUTHORITY FOR THIS SEVEN MAN LIFERAFT 950 CANADIAN  
DOLLARS FOR SURVIVAL PACK PLEASE STATE REQUIRED SIZE  
EG 4 MAN 8 DAYS  
BEABEY CROWN

COL LTF 950 4 8

NNNN  
214 GOVERNOR FK  
PRINTERGRAMS

1. 7 + 8
2. Replacements readily available.
3. Insurance.

Replied -

6.5  
Grateful for draft  
reply today  
23/9

DRAFT TEL  
TO CROWN <sup>LONDON</sup> FOR BEABY E 3 .

- 1. REGISTERED OWNER OF BEAVER AIRCRAFT IS FALKLAND ISLANDS GOVERNMENT.
- 2. SURVIVAL PACKS SHOULD BE SEVEN-MAN EIGHT-DAY. <sup>PLEASE</sup> GRATEFUL YOU CONFIRM THAT <sup>ARE</sup> REPLACEMENTS FOR THESE PACKS READILY AVAILABLE.

FRENCH

AIR/1/3  
AIR/13/3

23 Sept 76

Sent 23/9/76  
AS

136

PRINTERGRAMS  
214 GOVERNOR FK

ZCZC P922 AT8763 LHE799 SLH013  
FKLY HZ GBLH 039  
LONDONLH 39 23 1346

LTF  
GOVERNOR  
PORTSTANLEY

YOUR TEL 22ND PRESENT INTENTION IS TO FLY FLOAT EQUIPPED  
AIRCRAFT TO STANLEY DO YOU HAVE OBJECTION TO THIS AM  
ASKING CARADA IF FLATS CAN BE SHIPPED MONTEVIDEO BY MID  
OCT WHILE AWAITING YOUR REPLY  
DEABEY

COLL LTF 22ND

*copy original on 1844.*

NNNN  
PRINTERGRAMS  
214 GOVERNOR FK

File No 184/4  
Copy on CSO file AIR/1/3

137

BEAR CROWN LONDON

For Beaby E3

Your tel 23rd.

We would greatly welcome the ferrying of the two Beavers on floats to Stanley provided you are satisfied that practical staging flight plan can be devised. This would clearly have great advantage over shipment via Montevideo but the latter route could be kept in reserve.

FRANCH

Sent 23/9/76

✓ [Signature]

BYE

38

5 @  
214 GOVERNOR FK  
214 GOVERNOR FK  
PRINTERGRAMS  
214 GOVERNOR FK

GAG PSE KX

OK

ZCZC P019 ATS739 LHC424 SLH085  
FKLY HZ GBLH 038  
LONDONLH 38/35 22 1740

LTF  
GOVERNOR  
PORTSTANLEY

PLEASE REQUEST CANADIAN MINISTRY OF  
TRANSPORT OTTAWA TELEX CNP 533580 MOT MIW OTT  
TO VALIDATE EXPORT CERTIFICATE OF AIRWORTHINESS FOR  
VPFAT AND VPFAY FOR ONE FERRY FLIGHT  
CANADA TO FALKLANDS REGARDS  
BEABEY

COL LTF 533580

NNNN  
PRINTERGRAMS  
214 GOVERNOR FK

*P.S.*  
*for citation*  
*Please enter*  
*(copy) to*  
*C.S. and*  
*611 file*  
*22/9*

C.S.  
*copy for your*  
*records*

*Loais*  
*22/9*

ETAT MINISTRY OF TRANSPORT

AIR/1/3 23/9  
139

OTTAWA CANADA

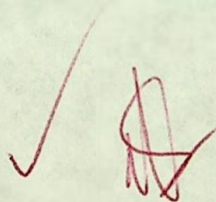
GRATEFUL YOU VALIDATE EXPORT CERTIFICATE OF AIRWORTHINESS  
FOR VPFAT (T FOR TANGO) AND VPFAY (V FOR VICTOR) FOR ONE  
FERRY FLIGHT CANADA TO FALKLANDS.

FRENCH - GOVERNOR, FALKL AND ISLANDS

NNNN

SENT AT 1615Z

SC

A large red handwritten checkmark is positioned to the left of a red handwritten signature or scribble.

AIR/1/3  
140

FO 002/25 SEPT

C.S.

PP CROWN AGENTS

RR FCC

GRS 55

EN CLAIR



FM PORT STANLEY 242040Z

UNCLASSIFIED

TO PRIORITY CROWN AGENTS TELNO U/N OF 24 SEPTEMBER  
AND TO ROUTINE FCC

FOR BEABY E3

BEAVER RADIO CRYSTALS

1. PLEASE SUPPLY CRYSTALS FOR CHANNEL FREQUENCIES OF  
MHZ 2.0 COMMA 4.5 COMMA 5.58 COMMA 3.0325 COMMA AND 2.310.
2. RADIO SHOULD BE CAPABLE OF RECEIVING CRYSTALS FOR  
OTHER CHANNELS IN RANGE MHZ 2 TO 10.

FRENCH

NNNN

SENT AT 25/1443Z AMP  
RECD 25/1443Z JEB

Copy on GH file 184/4

AIR/1/3

2. 2. Replacement of F.I.G.A.S. Aircraft (9/76 - 7)

12/76

2. 2. 1. Council was told that a firm order had now been placed for the two Beaver aircraft on offer in Canada, and a spare set of floats. The cost of the two fully equipped aircraft was approximately £78,000 and the spare floats £15,000.
2. 2. 2. Her Majesty's Government in a very quick response to the Colony's request for funds had offered a loan of fifty per cent of the cost of the aircraft and floats on very favourable terms. The loan is to be interest free, repayable over twenty-five years and with a grace period of seven years.
2. 2. 3. Councillors recorded their gratitude to Her Majesty's Government for their rapid and generous response to the Colony's request and noted with satisfaction that the loan was to be regarded as outside the recommendations of the Shackleton Report.
2. 2. 4. It was noted that the aircraft would be flown in and might arrive by the end of October.

  
Acting Clerk of Councils:



-3-

5. Matters arising from minutes of the meeting held on 1.9.76.

5.1. Replacement Beavers (1.9.76 (1) )

16.9.76  
AIR/1/3

The Honourable A.B. Monk stated that he deplored the purchase of two Beavers considering that for years Councillors have been advised that the aircraft are no longer produced and that the price of spare parts can only escalate sharply. He considers it would have been prudent to purchase one Beaver to 'tide us over' until a suitable replacement aircraft can be found. The chairman reiterated that the decision had been taken after considering fully all aspects including traffic increase. The Beavers would have a re-sale value and Government had not lost sight of the 'Islander' or other suitable eventual replacements.

Ref: AIR/1/3

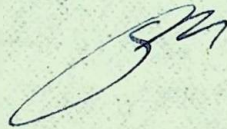
13 October 1976

Chief Technician I Bridges  
through Capt I Campbell MBE

ACCOMMODATION FOR THIRD AIRCRAFT

Will you please liaise with Captain Campbell and let me have your proposals for the storage or housing of the third aircraft when it arrives.

2. If it cannot be kept under cover will you explore what arrangements are possible to protect it from the weather.



A J P Monk  
CHIEF SECRETARY

PRINTERGRAMS

ZCZC ~~B202~~ ATSO34 LHE047 SLH099  
FKLY HZ GBLH 046  
LONDONLH 46 15 1811

*180/4*  
*Bolt*  
*C.S.*  
*W. N.W.*  
*5/10/10*

146  
145  
48

LTF  
GOVERNOR  
PORTSTANLEY

LATEST FERRY DATE WAS BOOKED FOR DEPARTURE OF BEAVERS ON 28TH OCTOBER IN VIEW OF YOUR LATEST SITREP HAVE ASKED ALLIANCE TO ADVANCE FERRY FLIGHT TO EARLIEST POSSIBLE DATE FERRY PERMIT NOW ESSENTIAL AS THIS IS ONLY DOCUMENT NEEDED BY ALLIANCE  
BEABEY CROWN

COL LTF 28TH

NNNN  
PRINTERGRAMS D  
PRINTERGRAMS  
214 GOVERNOR FK

*poll*

K  
ZCZC ~~B203~~ ATSO35 LHD333 SLH096  
FKLY HZ GBLH 083  
LONDONLH 83 15 1808 PAGE1/50

LTF  
GOVERNOR  
PORTSTANLEY

REGRET MISINFORMATION ON FERRY FLIGHT SPOKE MR WHITEMAN OF BRITISH ANTARTIC SURVEY WHO SAID THAT FERRY PERMITS ARE ISSUED BY YOU IN LETTER FORM TO ALLIANCE AUTHORIZING FERRY FLIGHT YOU HAVE DONE THIS PREVIOUSLY FOR BAS WHO RECOMMEND SAME PROCEEDURE PURPOSE OF WRITTEN PERMIT IS TO VALIDATE

COL LTF

LHD333 LTF GOVERNOR PAGE2/33

CANADIAN C OF A FOR FLIGHTS THROUGH ENROUTE COUNTRIES LAURENTIAN AIR SERVICES ARE ASSOCIATE COMPANY OF ALLIANCE AVIATION AND ARE LEGAL OWNERS OF AIRCRAFT WHICH WE ESTABLISHED BEFORE PLACING ORDER  
IF YOU CAN POST PERMIT

146  
122

FIF0003/18

OO CROWN AGENTS

PP OTTAWA

PP FCC

GR 97A

EN CLAIR



FM PORT STANLEY 181250Z

UNCLASSIFIED

TO IMMEDIATE CROWN AGENTS TELNO U/N OF 18 OCTOBER  
INFO PRIORITY OTTAWA AND FCC

FOR BEABEY

YOUR TEL OF 15 OCTOBER

1. I WILL CERTAINLY DESPATCH THE NECESSARY FERRY PERMITS FOR  
THE TWO AIRCRAFT BY THE BAG WHICH SHOULD LEAVE HERE ON THURSDAY  
21 OCTOBER, AND/ OR SEND COPIES, DEPENDING ON YOUR ADVICE,  
DIRECT BY AIRMAIL (WHICH MAY WELL BE DELAYED IN TRANSIT) TO  
THE CANADIAN AUTHORITIES.

2. HOWEVER, GRATEFUL TO KNOW WHETHER THE CANADIAN AUTHORITIES  
WILL ACCEPT, PENDING RECEIPT OF THE WRITTEN DOCUMENTS, FULL  
TELEXED TEXTS FOR THE FERRY PERMITS REQUIRED TO VALIDATE  
THE CANADIAN CERTIFICATE OF AIRWORTHINESS FOR THE FLIGHTS  
THROUGH COUNTRIES THROUGH WHICH THE TWO AIRCRAFT WILL PASS IN  
TRANSIT.

FRENCH

*to DCS for action pl.  
SM 18/10*

RNNN

SENT AT 18/1436Z GML

RECD AT 18/1436Z HFL

141  
FIF0024/14

CS

OO CROWN AGENTS

PP OTTAWA

PP FCO

PP ODM

GR 292A

EN CLAIR

FM PORT STANLEY 141440Z

UNCLASSIFIED

TO IMMEDIATE CROWN AGENTS TELNO UN/N OF 14 OCTOBER  
INFO PRIORITY OTTAWA FCO ODM  
FOR BEABEY

BEAVER AIRCRAFT FOR FALKLANDS

1. THE CONTENTS OF YOUR TEL OF 11 OCTOBER, ABOUT IMMINENCE  
OF FERRY FLIGHTS WHICH AWAITED AUTHORITY FROM CANADIAN TRANSPORT  
OTTAWA TO VALIDATE C OF A , WERE RELAYED IMMEDIATELY IN MY  
TELNO 2 OF 11 OCTOBER TO OTTAWA.

2. OTTAWA HAVE NOW REPLIED IN THEIR TELNO 3 OF 13 OCTOBER TO ME  
AS FOLLOWS:

BEGINS:

1. YOUR TELNO 2 WAS THE FIRST WE HAD HEARD ABOUT THIS.  
WE HAVE MADE ENQUIRIES AND FIND THAT LAURENTIAN AIR SERVICES,  
WHO ARE SELLING THE BEAVERS, ARE PLANNING THAT AIRCRAFT  
SHOULD FLY FROM CANADA ON OR AROUND 1 NOVEMBER.

2. LAURENTIAN ARE AWAITING ARRIVAL OF FERRY PERMITS WHICH, THEY  
TELL US, HAVE TO BE ISSUED BY THE RECEIVING COUNTRY ( IN THIS  
CASE POSSIBLY THE UK ). THEY HAVE GIVEN THE NAME OF MR BEABEY,  
CROWN AGENTS, MILLBANK, AS THE CONTACT. CROWN AGENTS CONTRACT  
NUMBER IS ECK FALK ISLANDS 6/21760/1F. ACTION APPEARS TO LIE  
WITH YOU OR LONDON RATHER THAN IN OTTAWA.

ENDS.

3. GRATEFUL FOR PROMPT CLARIFICATION AND EFFECTIVE CO-ORDINATION.

4. SOME FIRMER INDICATION OF TIMING OF FERRY FLIGHTS WOULD BE  
HELPFUL SINCE QUOTE IMMINENT UNQUOTE DOES NOT QUITE SQUARE  
WITH QUOTE ON OR AROUND 1 NOVEMBER. UNQUOTE.

5. I HAD ASSUMED, WRONGLY IT SEEMS, FROM OTTAWA'S TELNO  
MODEV 19 OF 7 OCTOBER, THAT THE REFERENCE TO QUOTE SUITABILITY  
AS A FERRY PILOT UNQUOTE INDICATED THEIR AWARENESS OF THE  
FERRY FLIGHTS. I DID NOT HOWEVER KNOW THAT THE TWO  
BEAVERS WE ARE ACQUIRING ARE OWNED BY LAURENTIAN AIR SERVICES,  
FROM WHOM WE ARE ALSO ATTEMPTING TO RECRUIT A PILOT, OR PILOTS,  
FOR SHORT - TERM CONTRACT SERVICE HERE.

FRENCH

NNNN

SENT AT 14/1534Z GML

RECD AT 14/1534Z WRR

148

No. 220

C.S.

FERRY FLIGHTS

1. Could you please give urgent attention to the ferry permits, in terms of Crown Agents telegram of 15 October and my reply of 18 October (both copied to you). I should be grateful if two sets (i.e. one original and one certified copy) could be ready for signature and despatch to Beabey in Crown Agents by the bag leaving on Thursday 21 October.



*NAI French*

N A I French

18 October 1976

DCS

You have in hand?

*JA*  
19/10.

CS

III

We have no trace in our files of a Ferry Permit nor has BTS been able to produce a copy.

I have no idea what it should say but have drafted a Permit for consideration. Mr Kanagasabai has no knowledge of such a permit.  
*DM* 19/10

FIFO 007/20

AIR/1/3. (150)

OO OTTAWA

RR CROWN AGENTS

GRS 200A



EN CLAIR

FM PORT STANLEY 201425Z

UNCLASSIFIED

TO IMMEDIATE OTTAWA TELNO 7 OF 20 OCTOBER  
INFO ROUTINE CROWN AGENTS (FOR BEABEY)

BEAVER AIRCRAFT

1. FOLLOWING IS TEXT OF FERRY PERMIT TELEXED DIRECT TODAY TO MINISTRY OF TRANSPORT, OTTAWA. GRATEFUL IF YOU WOULD CONFIRM THAT IT MEETS FULL CANADIAN REQUIREMENTS. COPY OF PERMIT WILL BE AIRMAILED FROM HERE DIRECT TO MOT OTTAWA BY BAG OF 21 OCTOBER AND TO CROWN AGENTS AND ALLIANCE AVIATION BOX 318 RR5 OTTAWA.

BEGINS:

'' TO THE CANADIAN MINISTRY OF TRANSPORT OTTAWA

PERMIT FOR FERRYING OF AIRCRAFT.

1. I CERTIFY THAT THE FALKLAND ISLANDS GOVERNMENT HAS BOUGHT THROUGH THE CROWN AGENTS FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS UNDER CONTRACT NO E 3K FALKLAND ISLANDS 6/21762 1F TWO DHC 8 BEAVER AIRCRAFT NOS 1033 AND 1099 TO BEAR THE FALKLAND ISLANDS' REGISTRATION NUMBERS VP-FAT AND VP-FAV.

2. THIS PERMIT AUTHORISES THE FERRYING OF THESE AIRCRAFT FROM CANADA TO THE FALKLAND ISLANDS.

3. THE FALKLAND ISLANDS GOVERNMENT SEEKS THE CO-OPERATION AND ASSISTANCE OF THE AVIATION AUTHORITIES OF THE COUNTRIES THROUGH WHICH THE AIRCRAFT WILL PASS EN ROUTE TO THE FALKLAND ISLANDS, AND ASKS THEM TO PROVIDE THE PILOTS WITH EVERY FACILITY IN ORDER THAT THE FERRYING OF THE AIRCRAFT MAY PROCEED AS EXPEDITIOUSLY AS POSSIBLE.

SIGNED: N.A.I. FRENCH, GOVERNOR, FALKLAND ISLANDS.''

ENDS

FRENCH

NNNN

SENT AT 20/1513Z GML

RECE AT 20/1513Z

20 October 1976

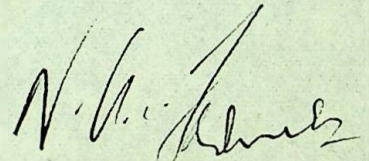
TO WHOM IT MAY CONCERN

## PERMIT FOR FERRYING OF AIRCRAFT

1. I certify that the Falkland Islands Government has bought through the Crown Agents for Oversea Governments and Administrations under Contract No. E 3K FALKLAND ISLANDS 6/21760 18 two DHC2 Beaver aircraft Nos 1233 and 1098 to bear the Falkland Islands' Registration numbers VP-FAT and VP-FAY.

2. This Permit authorises the ferrying of those aircraft from Canada to the Falkland Islands.

3. The Falkland Islands Government seeks the co-operation and assistance of the Aviation Authorities of the countries through which the aircraft will pass en route to the Falkland Islands, and asks them to provide the pilots with every facility in order that the ferrying of the aircraft may proceed as expeditiously as possible.



N A I French  
Governor  
Falkland Islands

- 1 Original sent by airmail to Alliance Aviation
- 1 Certified copy sent to them under flying seal via BHC Ottawa
- 1 copy to Bealby, Crown Agents.



AIR 11/3

152

GOVERNMENT ANNOUNCEMENT NO 16.

(To be broadcast once tonight and once tomorrow morning).

ARRIVAL OF NEW BEAVER AIRCRAFT ALPHA TANGO AND ALPHA VICTOR

Brisk exchanges have continued between Stanley, London and Ottawa about the ferrying of the two Beaver aircraft recently purchased from Canada for FIGAS.

The latest position is that the planes will be ready to leave Ottawa on 25 October on the long multi-staged flight down to the Colony. However, this timing will depend on the acceptance as valid by the Canadian authorities of Ferry Permits and other documents, the texts of which have been telegraphed. The original documents have been despatched by airmail.

o/c 154

21 October 1976

153

**Bradley  
Air  
Services Limited, Carp, Ontario**

CHARTER  
COMPLETE PILOT TRAINING  
PIPER SALES — SERVICE  
ARCTIC SPECIALISTS  
PHONE 613 - 839-3340  
TELEX 053-3158

KOA 1LO

September 15, 1976



Chief Secretary  
Government of The Falkland Island  
Stanley, Falkland Islands

Dear Sir

Further to our telephone conversation of September 7th, we would like to confirm our interest in the possibilities of using wheel equipped aircraft in your operation.

There appear to be interesting similarities between your climate and landforms as compared with those in the Canadian Arctic Islands during our summer months. We have been operating a variety of aircraft for the past 18 years in the Arctic and have specialized in the provision and use of very large tires for this area.

We are operating a fleet of 15 DeHavilland aircraft at the moment: 3 Beavers, 3 Otters and 9 Twin Otters, as well as 4 DC3's and a variety of smaller aircraft. Our activities involve all aspects of aviation:- charter operations, scheduled services, sales, leases and overhaul work.

Should you feel that there is any way we may be of service to you, we would be pleased to visit your country, and give you a quote on any aspect of the above-mentioned services.

Yours very truly  
BRADLEY AIR SERVICES LIMITED

R. M. deBlicquy  
Vice President/Operations

RMdeB:dbk  
Encls.

AIR/1/3 (154)



*P.A.*  
*Re*  
*Jr*  
*Photo 10/11*  
*C.S.*  
*25/10*

214 GOVERNOR FK

ZCZC P015 ATS194 NC1751 FCC328 OAOZ493  
FKLY HL CAOW 077  
TLX OTTAWA ONT 77/76 10-25 115P EDT PAGE 1/51/50

LT  
NAI FRENCH GOVERNOR OF FALKLAND ISLANDS 214 GOVERNOR FK  
PORTSTANLEYFALKLANDISLANDS

LICA A1155/76 THIS YOUR CONFIRMATION THAT THE CANADIAN REGISTRATION HAS BEEN CANCELLED AND DELETED FROM THE CANADIAN CIVIL AIRCRAFT REGISTER EFFECTIVE OCTOBER 25, 1976, FOR DEHAVILLAND DHC-2 MK 1, SERIAL NUMBER 1233, FORMERLY BEARING CANADIAN REGISTRATION MARKS C-GOLF.

COL 214 FK LICA A1155/76 25 1976 DHC-2 MK 1 1233 C-GOLF

OZ493 NAI FRENCH PORTSTANLEY PAGE 2/26

UNIFORM HOTEL HOTEL. UNDERSTAND AIRCRAFT NOW IN POSSESSION OF FALKLAND ISLANDS GOVERNMENT.  
JE LAFONTAINE FOR CHIEF AERONAUTICAL LICENSING DIVISION  
AERONAUTICAL LICENSING AND INSPECTION BRANCH TRANSPORT CANADA

COL JE .

NNNN

214 GOVERNOR FK

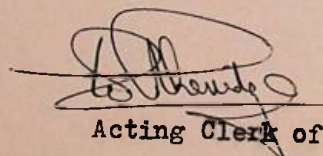
155

..IR/1/3

2. 2. Replacement of F.I.G.A.S. Aircraft (12/76 - 2.2)

13/76

Council was told that the two Beaver aircraft purchased in Canada had been prepared for their ferry flight and were now awaiting clearance and it was hoped that they might arrive in the Colony before the end of October. It is now proposed to fly them in on floats.



Acting Clerk of Councils:

AIR/1/3

156

1st November

76

Mr. R.M. deBlicquy,  
Vice President/Operations,  
Bradley Air Service Limited,  
Carp,  
Ontario, KOA 1LO.

Dear Sir,

Thank you for your letter of 15th September expressing your interest in operating wheel equipped aircraft in the Falklands.

2. We are at present buying two Beaver float planes to continue operating on the lines we have in the past, but in case there is an expansion of the internal air service or a change in flying operations a note has been made of your interest in operating here or supplying aircraft.

Yours faithfully,

(D.R% Morrison)  
for CHIEF SECRETARY

AIR/1/3

157



214 GOVERNOR FK  
PGMD

*C.S.*

ZCZC P017 ATS265 LHD352 SLH055  
FKLY HZ GBLH 031  
LONDONLH 31 28 1757

[ Please Refer to  
Govt. Announcement ]

LTF  
GOVERNOR  
PORTSTANLEY

BEAVERS VP FAT AND VP FAV DEPARTED OTTAWA FOR FALKLANDS OCT  
27TH 0900 HOURS DUE TO LACK OF SPACE BENCH SEATS WILL  
BE SHIPPED SEPARATELY REGARDS  
BEABEY CROWN

*29/10*

COL LTF 27TH 0900

*note & return*  
*B 29/10*

NNNN  
214 GOVERNOR FK  
PGMS

*C.S. - What action/preparations have been made to receive these  
B/C? eg. landing ground, frequency on final leg, route, route progress-reports, R.T.H.  
P.S.Y. etc.*

*P.S.A. 1/11/76*

AIR/11/3

copy  
(The " b.s. VICTOR R")  
158  
11

214 GOVERNOR FK

ZCZC P002 ATS323 NC1362 FCB223 OE02560  
FKLY HL CAOW 071  
TLX OTTAWA ONT 71/69 11-1 147P EST PAGE 1/52/50

LT  
NAI FRENCH GOVERNOR OF FALKLAND ISLANDS 214 GOVERNOR FK  
PORTSTANLEYFALKLANDISLANDS

LICA A1201/76 THIS YOUR CONFIRMATION THAT DEHAVILLAND DHC-2 MK 1  
AIRCRAFT, SERIAL NUMBER 1098 ALLOTTED PROVISIONAL CANADIAN  
REGISTRATION MARKS C-GOLF UNIFORM INDIA HOTEL WAS NEVER ENTERED ON  
THE CANADIAN CIVIL AIRCRAFT REGISTER. UNDERSTAND AIRCRAFT NOW IN  
POSSESSION OF FALKLAND

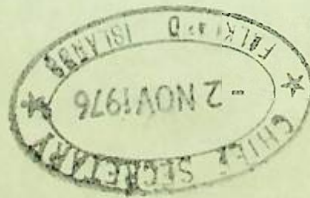
COL 214 A1201/76 DHC-2 MK 1 1098 C-GOLF

02560 NAI FRENCH GOVERNOR PORTSTANLEY PAGE 2/19

ISLANDS GOVERNMENT.

JE LAFONTAINE FOR CHIEF AERONAUTICAL LICENSING DIVISION  
AERONAUTICAL LICENSING AND INSPECTION BRANCH TRANSPORT CANADA TLX  
053  
3130

COL JE 053 3130 .



NNNN

214 GOVERNOR FK

AIR/1/3

159

Government Announcement

REPLACEMENT BEAVER AIRCRAFT

The two replacement Beaver aircraft left their base in Canada on 27 October. It is very difficult to give any clear indication of the exact date they are due here but Government is trying to get an early notification of an ETA as soon as possible.

It is also not yet clear whether one or both of the aircraft may be fitted with floats. This was however the intention at one stage.

As soon as further news is known another announcement will be issued.



The Secretariat,  
Stanley.

1st November 1976.

No. 26/76.

File Ref: AIR/1/3



AIR/1/3

160

214 GOVERNOR FKLTKS TKS  
214 GOVERNOR FKKUWUE PRDRME G  
LO CN U SWITCH THRU PSE

YYYYY  
214 GOVERNOR FK

ZCZC P005 ATS334 LHD956 SLH018  
FKLY HZ GBLH 026  
LONDONLH 26/24 2 1240



LTF  
GOVERNOR  
PORTSTANLEY

AIRCRAFT UP-FAY ON FLOATS AIRCRAFT VP-FAT  
ON WHEELS ETA FALKLANDS 8TH NOVEMBER  
BENCH SEATS BEING SENT BRANSFIELD AT F FLOMBA  
BEABEY CROWN

COL 8TH

*Copy to SCA pl.  
B2/11*

NNNN  
214 GOVERNOR FK

*sent 2/11*

*A.P.  
= 2 copies  
Per 11 for  
b.s) for  
P.L.  
= 2/11*

AIR/1/3

141

FOFI005/72

PP. FCRT STANLEY

184/4

CPS 55

CYPHER CAT A

FM OTTAWA 012235Z



① A.R. R. melle  
 2  
 P.L. M  
 Johnston (1  
 for (S.S.)

2/11

RESTRICTED

TO PRIORITY PORT STANLEY TELNO 9 OF 01 NOV 1976  
INFO PRIORITY FCO AND BUENOS AIRES

YOUR TELNO 9

NEW AIRCRAFT FOR FALKLANDS AIR SERVICE

1. BEAVERS SCHEDULED TO FLY FROM PUERTO MONTT (CHILE) TO INTERNATIONAL AIRPORT, SAN CARLOS, ARGENTINA, ON 6 NOVEMBER. FOLLOWING DAY THEY LEAVE SAN CARLOS FOR RIO GALLEGOS INTERNATIONAL AIRPORT AND ON 8 NOVEMBER FLY FROM THERE TO PORT STILEY.

FLACK

STANLEY

NNNN

*PK*  
 Copy to SCA  
 Sent 2/11

SENT AT 021420Z DW  
 RECD AT 021420Z GML

162

UNCLASSIFIED

PRIORITY

031430

UNCLASSIFIED

PRIORITY Santiago

3 November

PRIORITY Buenos Aires

DELIVERY OF BEAVER AIRCRAFT FOR FALKLANDS AIR SERVICE.

1. The route being taken by two Beaver aircraft now on ferry flights from Ottawa to the Falklands includes Arica, La Serena, and Puerto Mont in Chile, and San Carlos and Rio Gallegos in Argentina.

2. The registration letters of the two planes are VP FAT and VP FAV. Their ETA here is 8 November.

FRENCH

NNNN

CS

C.S. for your records

163

3/11/76

AIR 1/3

URGENT

Rochester  
St Louis  
N. Orleans  
Cozumel

ZCZC P006 ATS363 LHC332 SLH018  
FKLX HL GBLH 055  
LONDONLH 55 3 1244

LTF  
GOVERNOR  
PORTSTANLEYFALKLANDISLANDS

FLIGHT ROUTE OF BEAVERS  
OTTAWA CANADA TO ROCHESTER NY TO STLOUIS USA TO NEWORLEANS USA  
TO COZUMEL MEXICO TO PANAMA CITY TO BEUVENTURA COLOMBIA TO  
TAHARA PERU TO LIMA PERU TO ARICA CHILE TO LA SERENA CHILE TO  
PUERTO MONT CHILE TO SANCARLOS ARGENTINA TO RIO GALLEGOS  
ARGENTINA TO PORTSTANLEY  
? BEABEY CROWN

COL LTF

*BR*  
Lead over to SCA & send him copy

*B* 3/11



3.11.76

NNNN  
214 GOVERNOR FK

Spoke to Vice Comodoro Carnelli to confirm visit to YPF this morning 10:15.

2. Ref VP-FAT: VC Carnelli has spoken to Rio Gallegos; they are now awaiting the pilot's flight plan. This will however not be approved until it has been cleared with this end.

M.

8/11/76

9:15 am



AIR 11/13

COPY

(164)

C.S.

INWARD TELEGRAM

PP PORT STANLEY

en clair



Fm Ottawa 051646Z

UNCLASSIFIED

To PRIORITY Port Stanley telno 11 of 5 November  
Info ROUTINE Santiago and Buenos Aires  
Your telno 11.

NEW BEAVER AIRCRAFT

Alliance Aviation can only recall that both  
pilots are U.S. citizens and one is named  
Scott Nielson. If name of second pilot emerges  
we will inform you.

2. Floats are straight floats (no wheels),  
E.D.O. type, specification no. 679-4930.

FLACK

Sent at 051940Z

*Send copy to SCA.  
Sent 8/11 JS*

COPY

Government Announcement.

News has just been received that Beaver Foxtrot Alpha-Tango  
landed at Rio Gallegos at 1005 <sup>pm</sup> Stanley Time

The report received this afternoon that the plane was flying to the Colony indicated that the ferry pilot must have changed his flight plan, as he was not due even to call at Comodoro Rivadavia. The earliest date for his flight to the Colony was Monday, 8th November, when he was due to fly from Rio Gallegos to Stanley.

Throughout the afternoon His Excellency the Governor, the Chief Secretary, the Superintendent of Civil Aviation and LADE officials were engaged in trying to make contact with the plane but without success. Every possible means of communication was used including announcements at ten minute intervals over the broadcast system. The most likely eventuality is that the plane encountered adverse weather and decided to return to the mainland.

The original report was that the plane was an Otter, identified by the lettering Foxtrot Alpha Tango. However it would seem that the plane must have been the Beaver as the Otters<sup>or</sup> on their way South ~~are~~ on a different scheduled route altogether.

7 November 1976.

m.

AKR/1/3 ✓

(Broadcast after 10 pm Sunday night)



AIR/113 ✓  
166

Government Announcement

REPLACEMENT BEAVER

It has been established that the Beaver aircraft Alpha-Tango left Comodoro Rivadavia yesterday at 16:00 GMT bound for Stanley --i.e. 1 o'clock Stanley time, and 12 o'clock Camp time. It had on board enough fuel for a flight lasting eleven hours.

Alpha-Tango's flight plan was for it to fly from Puerto Montt in Chile to San Carlos and Rio Gallegos in Argentina, and thence to Stanley. Its earliest expected day of arrival was the 8th, that is today.

Almost certainly the pilot must have encountered weather that he considered sufficiently uncertain and adverse to make him divert, and he accordingly flew on to Rio Gallegos. This was of course correct and sensible.

The first report of him contacting Rio Gallegos came in about 9:30 yesterday evening but the plane landed at 10:05 p.m. and the announcement was made immediately afterwards.

Government has been in contact this morning with the Rio Gallegos airport authorities using the good offices of Vice Comodoro Carnelli, who has spoken to Rio Gallegos. They report that they are now awaiting the pilot's flight plan but that this will not be approved until it has been cleared with this end. We have instructed the pilot through LADE that he must not take off if there is any doubt in his mind about conditions or before he has established communication frequencies and obtained a local met report.

When he landed at Rio Gallegos last night he had approximately two hours of flying in hand.

Secretariat,  
8 November 76.  
m.

No. 39/76  
File ref: AIR/1/3 ✓

To be broadcast once  
a.u.

167

Captain Kerr

Message received from St Louis:

Float plane FAV due 13th or 14th November. Possibly held up at Talara in Peru. They have an airmail letter on the way to us about HF radios.

J/S

for CS  
10.11.76

INWARD TELEGRAM

Fm CROWN AGENTS

To GOVERNOR PORT STANLEY



Capt John Lavigne in floatplane expected  
ETA November 13th.

Regards Beabey Crown

*Send copy to SEA  
m  
01/11*

*DCI  
JS 11/11*

AIR/113

(170)

VKLBLAIR STL

SWBD POS 1 FK  
214 GOVERNOR FK  
DF DF GA GA

URGENT

UNIVAIR STL

214 GOVERNOR FK



M

REFERENCE BEAVER VP-FAV FERRY FLIGHT. AVOID TALARA NO FUEL TRUCK AVAILABLE. IMPORTANT ADVISE DEPARTURE FROM MAINLAND SO THAT FALKLANDS STANLEY RADIO CAN BROADCAST COMMERCIAL PROGRAMME ON FREQUEVIPK KILOHERZ FOR HOMING. FREQUENCY 417 KILOHERZ NOT, REPEAT NOT, USABLE. ADVISE USE CAUTION TALL ANTENNA SOUTH OF STANLEY TWON. COMMUNICATE STANLEY TOWER 118.5 MEGAHERZ.

FRENCH GOVERNOR FALKLANDS

CCN: FOURTH LINE  
PROGRAMME ON FREQUENCY 536. KILOHERZ FOR HOMING.

SECOND LAST LINE  
TALL ANTENNA SOUTH OF STANLEY TOWN.

UNIVAIR STL

214 GOVERNOR FK

IS TT OK PSE?

*M. King.*  
*Done*  
*11.11.76*  
*Send copy to SCA*  
*PA*

INWARD TELEGRAM

EN CLAIR

FM BUENOS AIRES 091419Z

UNCLASSIFIED

To IMMEDIATE Port Stanley telno 136 of 9 November

Your telno 7 to Santiago: NEW BEAVER AIRCRAFT

- 1. Col Balcarce has just informed us that second Beaver will leave Rio Gallegos today - time as yet unspecified.

ANGLIN



Sent at 09/1453Z

*Overaken Airways.*

AIR/113

172

MEMORANDUM

From

To

Your reference

Our reference

Date

SCA informed 12/11 - 1645 pm.  
SM  
12/11

Subject



YE,

V-Comodoro Carnelli reports that there is no news of the Beaver VP-FAU at noon today. It has not yet reached Bariloche so it seems doubtful that the plane will reach Stanley tomorrow.

b.s. h.c. s.p.l.c.  
12/11  
*[Signature]*  
12/11

This form may be completed in manuscript. A reply may be returned on the reverse.

~~AIR 11/3~~  
✂

AIR 11/3  
(copy to AIR 11/3)

(173) (2)



FIFC009/15

PP CROWN AGENTS

RR FCO

OR BOA

EN CLAIR

FM PORT STANLEY 15/1330Z

UNCLASSIFIED

TO PRIORITY CROWN AGENTS TELNO U/N OF 15 NOVEMBER  
INFO FCO

FOR BEABEY

RADIOS FOR BEAVER AIRCRAFT

Two?

1. PLEASE PROCURE BY QUICKEST POSSIBLE MEANS TWO ADDITIONAL REPEAT ADDITIONAL HF RADIOS WITH COMPONENTS AND CRYSTALS COMPLETE TO SPECIFICATION SUPPLIED FOR ALPHA-TANGO AND ALPHA-VICTOR.
2. HF RADIOS ORDERED FOR TANGO AND VICTOR HAVE NOT YET BEEN DELIVERED. ALLIANCE AVIATION MAY BE AIRFREIGHTING BUT PLEASE CONFIRM.
3. PLEASE ALSO ORDER 16 (SIXTEEN) CONSTANT WEAR LIFE JACKETS SPECIFICATION RFD TYPE 102 MK-1.
4. ALL CHARGES FOR FI GOVERNMENT ACCOUNT.

FRENCH

NNNN

SENT AT 15/1429Z GNL

RECD AT 15/1429Z SHR

M PC 1 13

AIR 113

COPY

GOVERNMENT ANNOUNCEMENT

(To be broadcast tonight at 7.30 pm and again in the Newsletter,  
and tomorrow morning at 10.00 a.m.)

PROGRESS REPORT ON BEAVER ALPHA VICTOR

Government was informed this evening by the British Embassy in Santiago that Beaver Alpha Victor left La Serena for Puerto Montt in Chile at 8.00 a.m. this morning.

The Aircraft should therefore now have arrived in Puerto Montt, and should continue its flight on to Punta Arenas tomorrow, Saturday.

The Embassy added that no problems have been reported so far.

19th November 1976,



AIR/113

COPY

(To be broadcast at midday today)

GOVERNMENT ANNOUNCEMENT

PROGRESS REPORT ON BEAVER ALPHA VICTOR

Government was informed this morning, Monday, that Beaver Alpha Victor was now in Punta Arenas in Chile.

The pilot, who is again reported to be Captain John Lavigne, had filed a flight plan providing for his departure from Punta Arenas at 10.30 am this morning with an ETA Port Stanley of 15.00 hours.

Because of unfavourable weather conditions in the Falklands, and not a very encouraging forecast, an effort has been made to ask the pilot to postpone his departure, However, due to communications difficulties it is probable that he had already taken off before this message reached him, and it is expected therefore that Beaver Alpha Victor will arrive at about 15.00 hours this afternoon, Monday.

22 November 1976.

copy to SCA  
22/11 05

AIR/113

COPY

GOVERNMENT ANNOUNCEMENT

(To be broadcast once this evening and once tomorrow evening)

PROGRESS REPORT ON BEAVER ALPHA VICTOR

Government was informed by the British Embassy in Buenos Aires today, Saturday, that Beaver Alpha Victor is still in Puerto Montt, Chile. Delayed departure is due to technical problems connected with her being on floats rather than on wheels.

Alpha Victor is now expected to fly to Punta Arenas on or about Monday 22 November and then on to Port Stanley.

20 November 1976

Copy to SCA

CHIEF SECRETARY'S OFFICE

THE SECRETARIAT

STANLEY

Ref: AIR/1/3

12 November 1976

Superintendent of  
Civil Aviation

I attach three copies of the document reference PSM-1-2-1,  
supplement No 2 Flight Manual for DHC-2 Beaver aircraft.

If you need additional copies of this supplement or any other  
documents relating to it will you please indent for them as  
soon as possible, if need be using my office to expedite  
delivery.

A J P Monk  
CHIEF SECRETARY

174113

DEPARTMENT OF TRANSPORT  
CERTIFICATE OF AIRWORTHINESS  
FOR EXPORT



MINISTÈRE DES TRANSPORTS  
CERTIFICAT DE NAVIGABILITÉ  
POUR EXPORTATION

Number  
Numéro **HQX-797**

The Department of Transport, Canada, having regard to the Reports furnished to it, issues this Certificate of Airworthiness for Export in respect of the Aircraft/Engine identified below and more particularly described in the type approval\* and specifications in accordance with the Aeronautics Act, Canada, and the Orders in Council in force thereunder.

Le Ministère des Transports du Canada, prenant connaissance des rapports qui lui ont été soumis, délivre le présent certificat de navigabilité pour exportation pour l'aéronef/moteur mentionné ci-dessous et plus particulièrement décrit dans l'homologation de type\* et les spécifications conformément à la Loi sur l'aéronautique du Canada, et les ordonnances du conseil en vigueur de son fait.

For export to: **FALKLAND ISLANDS** Product is:  New  Used  
Pour exportation à: **FALKLAND ISLANDS** Appareil:  Neuf  Usagé

Aircraft Manufacturer: **THE DEHAVILLAND AIRCRAFT OF CANADA, LIMITED.**  
Constructeur de l'aéronef:  
Aircraft Model: **DHC2 MK1**  
Modèle de l'aéronef:  
Aircraft Serial No.: **1233**  
No de série de l'aéronef:  
Type Approval No.\*: **A22 ISSUE 19**  
No d'homologation de type\*:  
Engine Manufacturer: **PRATT & WHITNEY AIRCRAFT, DIVISION OF UNITED AIRCRAFT, CORP**  
Constructeur du moteur:  
Engine Model: **R985-39**  
Modèle du moteur:  
Engine Serial No.(s): **42-22340**  
No(s) de série du(des) moteur(s):

Exceptions:

Remarks: Observations:

Dated at **OTTAWA, ONTARIO**  
Daté à

This **18** Day of **OCTOBER** 19 **76**  
Le Jour de

for   
Minister of Transport - Ministre des Transports

\*Copies of the applicable Type Approval are available on request from the Department of Transport, Ottawa, K1A 0N8, Canada.  
26-0037 (7-74)

\*Copies d'homologation de type sont disponibles sur demande au Ministère des Transports, Ottawa, K1A 0N8 Canada.

CERTIFICATE OF AIRWORTHINESS  
FOR EXPORT

CANADA

CERTIFICAT DE NAVIGABILITÉ  
POUR EXPORTATIONNumber  
Numéro **HQX-798**

The Department of Transport, Canada, having regard to the Reports furnished to it, issues this Certificate of Airworthiness for Export in respect of the Aircraft/Engine identified below and more particularly described in the type approval\* and specifications in accordance with the Aeronautics Act, Canada, and the Orders in Council in force thereunder.

Le Ministère des Transports du Canada, prenant connaissance des rapports qui lui ont été soumis, délivre le présent certificat de navigabilité pour exportation pour l'aéronef/moteur mentionné ci-dessous et plus particulièrement décrit dans l'homologation de type\* et les spécifications conformément à la Loi sur l'aéronautique du Canada, et les ordonnances du conseil en vigueur de son fait.

For export to:

Pour exportation à:

**FALKLAND ISLANDS**

Product is:

Appareil:

 New Neuf Used Usagé

Aircraft Manufacturer:

Constructeur de l'aéronef:

**THE DEHAVILLAND AIRCRAFT OF CANADA, LIMITED.**

Aircraft Model:

Modèle de l'aéronef:

**DHC2 MK1**

Aircraft Serial No.

No de série de l'aéronef:

**1098**

Type Approval No.\*

No d'homologation de type\*:

**A22 ISSUE 19**

Engine Manufacturer:

Constructeur du moteur:

**PRATT & WHITNEY AIRCRAFT, DIVISION OF UNITED AIRCRAFT, CORP.**

Engine Model:

Modèle du moteur:

**R985-39**

Engine Serial No.(s):

No(s) de série du(des) moteur(s):

**42-23862**

Exceptions:

Remarks: Observations:

Dated at

Daté à

**OTTAWA, ONTARIO**

This

**21**

Day of

**OCTOBER****76**

Le

Jour de

19

  
for Minister of Transport - Ministre des Transports

\*Copies of the applicable Type Approval are available on request from the Department of Transport, Ottawa, K1A 0N8, Canada.

\*Copies d'homologation de type sont disponibles sur demande au Ministère des Transports, Ottawa, K1A 0N8 Canada.

AIR/113

C.S.

FIFO 006/20

RR FCO

GRS 155

EN CLAIR

FM PORT STANLEY 201300Z

UNCLASSIFIED  
TO ROUTINE FCO TELNO 744 OF 20 NOVEMBER

PERSONAL FOR SINDALL, LAD.

MY TELNO 729: AIR SERVICE

1. PLEASE PASS THE FOLLOWING TO WILKINSON, PRINCIPAL  
ACCIDENTS INSPECTOR, D.O.T.

BEGINS:

PLEASE REFER TO RECOMMENDATION 3 CONTAINED IN YOUR LETTER  
TO CHIEF SECRETARY OF 9 NOVEMBER ABOUT THE MODIFICATION  
OF THE NEW BEAVER AIRCRAFT TO ENABLE THE CABIN DOORS TO BE  
JETTISONED IN AN EMERGENCY. THIS RECOMMENDATION HAS NOW  
BEEN QUERIED BY BRIDGES AND KERR. THEY HAVE DRAWN MY  
ATTENTION TO PAGE 3 OF 15 OF THE MAINTENANCE MANUAL WHICH  
INCLUDES 'ACCOMPLISHMENT INSTRUCTIONS' FOR CONVERSION OF  
MILITARY VERSION OF BEAVERS TO CIVIL REQUIREMENTS. THESE  
READ IN PART ''REMOVE DOOR JETTISONING MECHANISM COMPLETELY  
FROM ALL 4 DOORS''. GRATEFUL FOR YOUR COMMENTS AND FOR  
ADVICE ON WHOM WE SHOULD REFER TO IF YOU ADHERE TO YOUR  
VIEW THAT PROVISION FOR JETTISONING DOORS IS ESSENTIAL  
AND SOME MODIFICATION IS FEASIBLE WHICH ENSURES SECURITY  
AGAINST TAMPERING BY CIVILIAN PASSENGERS.

ENDS

FRENCH

NNNN

SEN/RECD AT 20/1421Z AMP/JPN



*Send copy to SCA*  
*Copied to SCA*  
*D.S. 22/11/76.*

NON SVP  
FINE TRSOGNIVAIR STL

Air 11/3

214 GOVERNOR PK  
DF DF GA GA  
HALLO ONE FOR U 0

FM GOVERNMENT HOUSE  
PORT STANLEY  
FALKLANDS  
191750Z

TO UNIVAIR INT LTD , ST LOUIS MISSOURI , USA NO 44/802

FOR MR SCOTT WIELSEN  
YOUR MESSAGE VIA NR PITALUQA RECEIVED. LATEST NEWS WE HAVE OF  
PROGRESS OF BEAVER FLOAT PLANE VP- PAV IS FROM OUR EMBASSY  
IN PERU ADVISING THAT IT IS DUE TO ARRIVE IN PUNTA ARENAS  
FROM PUERTO MONTT IN CHILE TOMORROW, 20 NOVEMBER, AND WILL  
MAKE THE CROSSING DIRECT TO STANLEY ON 23 NOVEMBER. WE ARE  
A LITTLE PERPLEXED SINCE WE WERE ALSO INFORMED BY PERU EMBASSY  
THAT YOU WERE PILOTING IT. GRATEFUL FOR CLARIFICATION.

FRENCH GOVERNOR FALKLANDS

NNNN  
SENT AT 19/1915Z GNL

*Send copy to SCA  
sent 20/11/55  
S/g/u*

A12/113

AO  
214 GOVERNOR FK  
PRINTERGRANS

ZCZC 0020 AFS216 T00021 VIA ITT WDA6939 IYD094 2-004734A326  
ONLY HL UNK 136  
LT TOLK ST LOUIS NO 136/127 11-21 132P EST

LT  
214 GOVERNOR FK  
PORT  
STANLEY



PLS ACCEPT OUR PROFOUND APOLOGIES REGARDING LATE ARRIVAL VP-FAY  
NOV 2 DEPARTURE DELAYED UNTIL NOV 5 WHEN JOHN LAVIGNE  
ASKED TO COMPLETE FLIGHT PER YOUR REQUEST THAT HE RETURN  
IMMEDIATELY. CLAIMED TO BE IN NICHITA LOOKING AT CESSNAS  
FOR YOUR PURCHASE. DETAILED INSTRUCTIONS GIVEN TO CROSS FROM  
PUERTO MONTE TO CONCORDIA RIVADAVIA TO FALKLANDS AND REPORT  
DELAYS OVER 24 HOURS. VERIFICATION BY SEVERAL PEOPLE AND ITINERARY  
IN HIS DISPATCH BOOKLET. TOTAL LACK OF COMMUNICATION CAN ONLY  
BE EXPLAINED BY JOHN. WE ACTED IN GOOD FAITH UNDER ASSUMPTION  
HE HAD FALKLAND GOVT APPROVAL. PLEASE BE ASSURED THAT THIS TYPE  
INCIDENT SHALL NEVER BE REPEATED. HE HAS BEEN CABLED TO PROCEED  
AT ONCE

VERY SINCERELY YOURS  
SCOTT NIELSEN  
UNIVAIR INTL AIRWAYS  
TLX 44-802

*Copy to  
SCA*

*copied to SCA*

COL 214 2 5 24 44-802

*DS. 22/11/76*